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The China Mail

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TODAY'S DOLLAR. — The
closing rate of the dollar on
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No. 27,342 HONG KONG, THURSDAY, NOVEMBER 21, 1929. PRICE \$3.00 Per Month.

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SIR CECIL CLEMENTI LEAVING

APPOINTED GOVERNOR OF STRAITS
SETTLEMENTS

HONG KONG'S LOSS
NO DATE YET MENTIONED FOR
DEPARTURE

A British Wireless message from Rugby, to hand to-day,
states:—

His Majesty the King has approved the appointment of
His Excellency Sir Cecil Clementi, K.C.M.G., LL.D., Governor
of Hong, to be Governor and Commander-in-Chief of the Straits
Settlements and High Commissioner of the Federated Malay
States in succession to Sir Hugh Clifford, K.C.M.G.

SIR CECIL'S CAREER

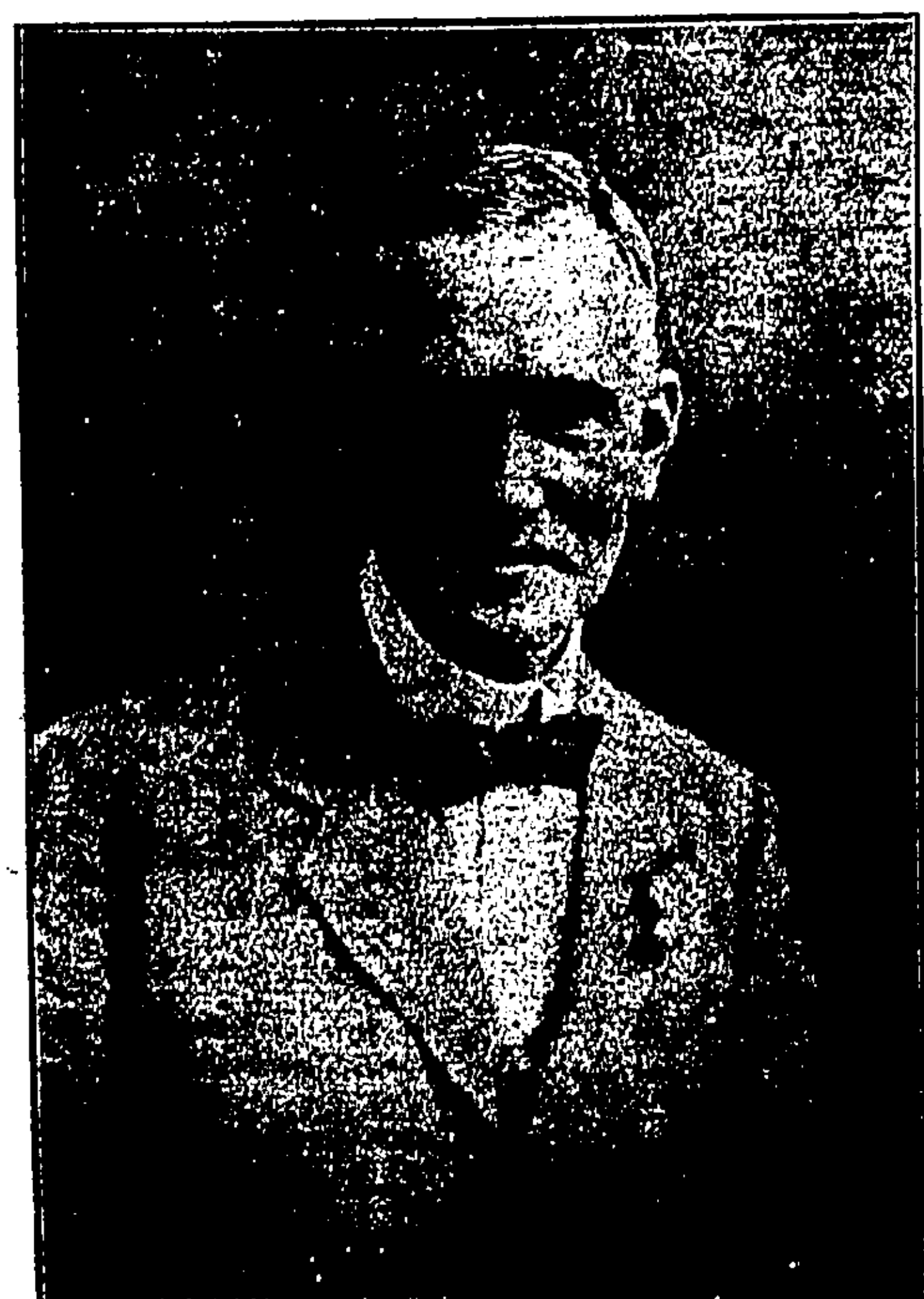
Sir Cecil Clementi, like the late Sir Henry May, began his Colonial service in this Colony. He served here from 1899 till 1912, and shortly after his marriage to Miss Eyre, daughter of the then Commander, he was transferred to British Guiana as Colonial Secretary. His next appointment was to Ceylon in 1922 as Colonial Secretary, a post which had also been filled for some years by his immediate predecessor, as Governor, Sir Reginald Stubbs. Educated at Oxford, Sir Cecil had a distinguished university career, and, having an inclination for Oriental studies, won the Boden Sanskrit scholarship. While in Hong Kong he acquired such a knowledge of Chinese as to be appointed a member of the Board of Examiners in that difficult

his promotion, coupled with regrets at the great loss to Hong Kong which his new appointment undoubtedly implies.

It is now known when Sir Cecil will leave the Colony, but there is a prospect of his remaining here till January.

No intimation or hint has yet been received as to who is likely to succeed Sir Cecil here.

INTEREST IN OPIUM
It may be recalled here that Sir Cecil Clementi's term of service in the Colony was broken on three occasions—firstly in 1902, when he was seconded for special service under the Government of India; then in 1903, when he was engaged on special famine relief work in Kwangsi, and finally in 1909, when he was a member of the International Opium Conference which sat in Shanghai. The British Commissioners consisted



His Excellency, Sir Cecil Clementi.

language. Having distinguished himself in famine relief work in Kwangsi in 1903, he became Assistant Land Officer and Police Magistrate in Hong Kong from 1903 to 1906. He was later Assistant Colonial Secretary and afterward Acting Colonial Secretary.

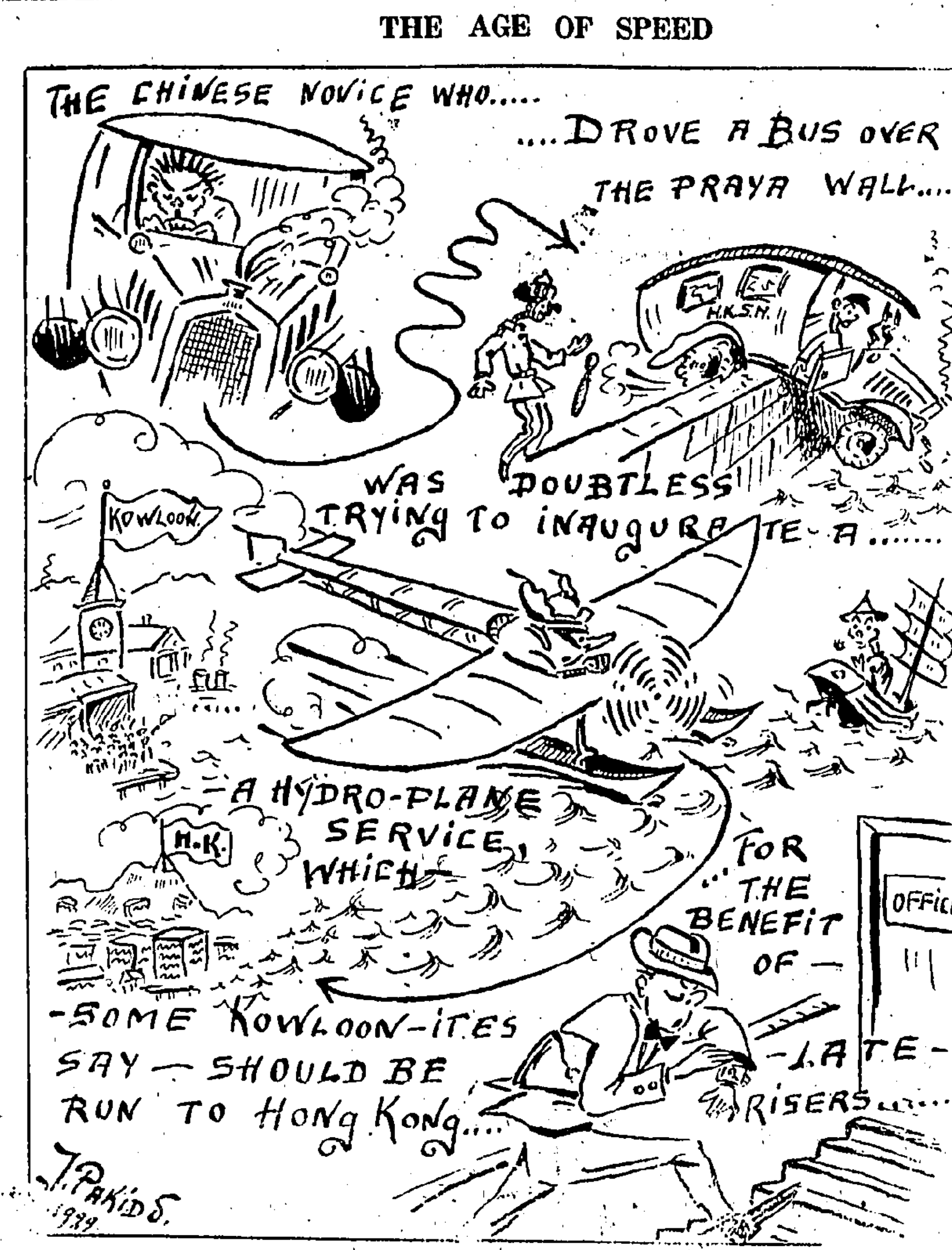
Among his writings are a set of "Cantonese Love Songs," and his published memoranda on the opium question, prepared in connection with the Opium Conference at Shanghai in 1909, which he attended on behalf of the Government, is a model of both lucidity and style, and has frequently been quoted in reference to this much-debated topic.

Born in 1875, Sir Cecil is a son of the late Colonel Montagu Clementi, Judge-Advocate-General in India. His uncle, Sir Cecil Clementi-Smith, was formerly Governor of the Straits Settlements from 1887 to 1893.

The regulations of the whole community, Chinese and Anglo-Chinese, will cordially extend to Sir Cecil Clementi on

of the Rt. Hon. Sir Cecil Clementi-Smith (uncle of the present Governor of Hong Kong), Sir Alexander Hosie, Messrs. Mackenzie King, James Bennett Brunyate, R. Laidlaw, M.P., and W. A. S. Barnes, who acted as an assistant Commissioner with Sir Cecil (then Mr.) Clementi. The last-named did not take any prominent part in the work of the Conference, but it is interesting to recall that six months or so before the Conference came to gether, he placed before the Hong Kong Legislative Council an elaborate analysis of the then available opium statistics.

Sir Cecil Clementi was then acting Colonial Secretary, and his paper excited an amount of interest both here and abroad. He contended that after "a most liberal and even excessive allowance for smuggling and for such persons as may consume less than 11s. 0.2 per diem, opium smokers are only 2 per cent. of the population." Sir Cecil did not advance this and his other deductions as a champion of opium



GOVT. HOUSE BALLROOM

CHANGES MADE AT
COST OF \$150,000

"MAIL" INTERVIEW
DIFFICULT TASK FOR
THE ARCHITECT

The Victorians may have copied ideas of the Greeks, but they certainly did not build as they built; hence the massive building in Hong Kong known as Government House does, to the architectural eye, appear to be anything but perfect in style, design, and construction. This was the chief difficulty facing the P.W.D. architects when they were told to effect certain alterations in Government House.

In February of this year it was decided to make additions to the date end of the ballroom, by no means on an elaborate scale. It was found later on, however, that the white ant and other factors of decay had wrought havoc with the wooden ceiling, and it was considered essential that it be dismantled, and a new roof be constructed of steel and concrete. This, the details of which will be described later, was done. The cost of all the repairs, alterations, and improvements to Government House is in the neighbourhood of \$150,000.

THE RE-CONSTRUCTION
This morning the Government architect who has been responsible for the planning of the reconstruction work, and its achievement, Mr. S. C. Feltham, took a "China Mail" representative over that section of the building where the alterations are reaching the stages of completion.

At present the interior of the ballroom is a mass of scaffolding, but even the untrained eye is able to observe the considerable changes which have been wrought there. In the first place, the ball-

rooming, he simply attempted to introduce some cold facts into the heated atmosphere that surrounded the discussion of opium reform—and the atmosphere was certainly heated during the months immediately preceding the functioning of the International Conference.

STATISTICAL OFFICE

The "China Mail" learns to-day that the Statistical Department will be revived on January 1 with the main office in Kowloon and a sub-office in Hong Kong.

BEEF CULTIVATION

Sugar Duty Increased
In France

Paris, Yesterday.
In order to protect the beet cultivation the Government has decided to increase the sugar duty by 40 francs per 100 kilos and lower the Excise duty by 15 francs per 100 kilos.—Reuters.

WALL STREET

Effect of the Recent
Crash

New York, Yesterday.
The effect of the recent Wall Street crash on stock values is indicated by figures published by the Stock Exchange showing that the total market value of all listed shares declined by \$15,320,000,000 in October to \$71,752,000,000.—Reuters's American Service.

1929 rainfall . . . 69.40 inches

Average . . . 81.61 inches

Deficit . . . 12.17 inches

SHELL TRANSPORT

The following telegram was received by the Chartered Bank of India, Australia and China to-day from its head office in London:

"Shell Transport and Trading Company, Ltd., declared a dividend at the rate of 2s. per share of Income-tax payable January 6. Bearers Comports to be presented No. 55."

INDIAN AFFAIRS

Rugby, Yesterday.
Lord Passfield stated in the House of Lords that it was the intention of the Government to set up this session a standing joint committee on Indian affairs. A motion for the appointment would shortly be put before the House.—British Wireless Service.

THE NAVAL BASE

OFFICIAL LETTER
FROM HOME

NO NEW WORK
PREMIER REFUSES
TO SAY MORE

The "China Mail" has received the following official Communication from the Colonial Secretary:—

THE DECISION
The following decision regarding the Singapore Base has been announced in Parliament:—

The House of Commons is aware that a naval conference has now been arranged, the decision of which may affect the use of this base, and in all the circumstances, His Majesty's Government has decided that work already contracted for at Singapore shall be slowed down as much as possible, that all work that can be suspended shall be suspended, and that no new work shall be embarked on for the present.—Secretary of State.

IN PARLIAMENT

London, Yesterday.
Many questions in the House of Commons were raised on the subject of Singapore Naval Base, especially as regards the question of the consultation of the Dominions and Colonies.

Mr. Ramsay MacDonald refused to amplify his previous statements. Mr. C. B. Eden (Cons.) expressed dissatisfaction and gave notice to raise the matter on adjournment at an early date. He was subsequently given assurance that any change in policy affecting the Base as a whole would obviously be reported to Parliament. He stated that waste of public money should not be continued if it proved a waste. In any readjustment of the building programme "regarding which no final decision has been taken," subscribing communities must not merely be informed, but consulted in such a way that agreement will be reachable.

Mr. Alexander stated that of the Malay States Government's promised contribution £2,000,000 so far £1,200,000 had been received the whole of which had been spent.—Reuters.

SERIOUS CLAIMS
Replying to a question suggesting the possibility of the contractors lodging a serious claim if the work on the Singapore Base is suspended

WILL NANKING HELP CANTON?

IRONSIDES' NOVEL CHALLENGE
TO AVOID WAR

SUGGESTED DUEL

POSITION IN WUCHOW BETTER
THAN REPORTED

Two outstanding items in to-day's news of the latest war in South China make interesting reading.

One is that heavy reinforcements are being assembled by the National Government in Nanking to assist the Kwangtung loyalists against the Ironsides and the Kwangsi-ites; and that a vernacular news agency which circulated this bit of good cheer to the people of Canton has been drastically dealt with.

The other concerns a novel personal challenge to trial by combat. In effect, the No. 1 Ironside has invited one of the Canton Generals to meet him in a defined encounter and thereby save the city from the horrors of war.

NO CONFIRMATION FROM NORTH

Confirmation has not yet been obtained that General Chiang Kai-shek, Commander-in-Chief and President of the State Council in Nanking, has resolved to help his supporters in Canton, who have lost—almost at a stroke—their hold on Kwangsi, and are being threatened by the Ironsides.

It will be recalled that when the Ironsides hovered over the north of Kwangsi and Kwangtung, Chiang Kai-shek sent two of his crack divisions by sea to Kwangtung. The Ironsides bided their time. War broke out in the North with the "Christian General's" Kuomintang flouting the National Government. Hence the immediate recall of the Northern troops to Nanking.

At that time the Cantonese had as their allies two divisions of Kwangsi troops in Kwangsi, which have now turned against Canton having, it is presumed, extracted sufficient moneys in the interval.

IMAGINARY FRIENDS
Political opinion was that Chiang Kai-shek could not spare his two Northern divisions if he were to deal with the Kuomintang. Another division, however, the 50th, marched into the Kwangtung from Kiangsi and remains acting under orders from Canton, but has done little to stem the Ironsides' advance. The Canton News Agency mentions to-day two divisions from Kwelchow province as on the march to assist the loyalists but help from that direction, if not imaginary, is of no account.

Meanwhile it has been asserted that two divisions of Northerners are to proceed post haste to Canton to turn the tide against the Ironsides. At least one of these (if not both) was in the previous batch

or seriously modified. Mr. A. V. Alexander, first Lord deprecatd the detailed discussion in "view of any possible legal position that may arise."

NO CHANGE OF POLICY

Rugby, Yesterday.
The Premier was asked in the House of Commons to give an assurance that no change of policy as to the completion and establishment of the Singapore Naval Base would be made without the consent of the Dominion and Colonial Governments concerned.

He replied that it was quite obvious that in any rearrangement of the building programme, regarding which no final decision had yet been taken, subscribing communities must be consulted not merely by way of being informed, but in such a way that agreement would be come to.

THE TOTAL COST

Mr. Alexander, first Lord of the Admiralty, informed a questioner that the total estimated expenditure of the Singapore base was £2,700,000, including the cost of the floating dock. The total expenditure to date was £2,380,000. After allowing for further Dominion and Colonial contribution the ultimate net charge to the Navy vote of the present scheme was £3,230,000.—British Wireless Service.

sent South and then hastily withdrawn. Such news would be welcome in Canton, it is thought, as it should stiffen the resistance. On the other hand, the "Hien Bing" (not for the first time interfering with civilians) has arrested seven men alleged to be connected with a Chinese news agency which circulated a report about the reinforcements from the North.

WUCHOW SAFE
In the North River sector of Kwangtung, the Ironsides have not yet come up against the Cantonese system of defences but are expected to do so in a day or two.

The evacuation of Wuchow, the port of Kwangsi, has been completed by the Cantonese and their erstwhile friends, the Kwangsi-ites, are moving in to take over control. Anxiety of the past few days on account of Wuchow being undefended has been dispelled. A committee of citizens took charge and order was maintained during the brief interregnum.

DANGER OVER

Wuchow, Yesterday.
The evacuation of Wuchow by the Cantonese troops was completed yesterday.

A deputation from the city has proceeded to inform the Kwangsi troops of the fact and to request their taking over control. As there are plenty of armed police at Wuchow, the defencelessness of the city (as previously reported) is not now apparent.

It is expected that the Kwangsi-ites will occupy Wuchow either to-day or to-morrow.

PERSONAL CHALLENGE

Canton, Yesterday.
General Chang Fa-kuei, the Commander of the Ironsides, has written a letter to General Chang Ming-shu (Civil Governor of Kwangtung) making a sporting offer which must be classed as extraordinary. The gist of the letter was that the writer, Chang Fa-kuei, had about 30,000 troops and the same number of followers; he suggested that, as Chan Ming-shu and he were both Cantonese, they should not fight anywhere in or around Canton and destroy crops and possibly part of the city, but that Chan Ming-shu should come out and fight with him outside the province of Kwangtung.

He, Chang Fa-kuei, would hold up his troops and wait for Chan Ming-shu and would give him time to get his troops into position. The winner would then peacefully take possession of Canton, the loser to give no further opposition. It would be a crying shame, the writer concluded, "for us Cantonese to damage part of our own city in the fight for its possession."

Up to the present the offer has not borne fruit, but the chivalry (albeit self-centred) has an appeal of its own, almost as if the two Generals were to fight it out themselves, as did Sohrab and Rostum and other heroes of the past.

CANTON CONDITIONS

Canton is restless, and H.M.S. "Moth" and H.M.S. "Moorhen" have received orders to remain by Shamen until the situation clears up. With regard to the mining of the West River (as already reported in the "China Mail"), the fol-

(Continued on Page 11.)

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RACES.
SUNDAY,
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NOTICES.**HONG KONG JOCKEY CLUB.**

DRAFT PROGRAMMES and **ENTRY FORMS** for the **NINTH EXTRA RACE MEETING** to be held on **SATURDAY, 30th November, 1929** (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Entries CLOSE at 5 p.m. on **FRIDAY, 23rd November, 1929.**
Hong Kong, 20th Nov., 1929.

HONG KONG JOCKEY CLUB.**ANNUAL RACE MEETING 1930.**

THE OFFICIAL RACE MEETING will commence on **SATURDAY, 22nd February, 1930**, and will continue over the four days already advertised—namely 24th, 25th and 26th February, and 1st March.

By Order.

C. B. BROWN,
Secretary.

Hong Kong, 20th Nov., 1929.

**HONG KONG DEVELOPMENT
BUILDING & SAVINGS
SOCIETY, LTD.**

(In Liquidation.)

NOTICE IS HEREBY GIVEN that the adjourned Meeting of Contributors will be held at the City Hall (Music Room) on **FRIDAY, the 29th November, 1929**, at 2.30 p.m.

Hong Kong, 5th Nov., 1929.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Joint Liquidators.

ST. JOHN'S CATHEDRAL.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Seatholders and Subscribers will be held in the Cathedral Hall on **THURSDAY, 21st inst.**, at 5.30 p.m.

(1) To consider, and if thought necessary, approve of the proposed Church of England Trust Ordinance, a copy of which can be seen at the Cathedral Hall or on application to the Hon. Secretary.

(2) To elect two persons to represent St. John's Cathedral on the Body of Trustees to be constituted by the proposed Ordinance.

By Order of the Church Body,

W. L. PATTENDEN,
Hon. Secretary.

Hong Kong, 11th Nov., 1929.

HONG KONG LAWN TENNIS ASSOCIATION.**INTERPORT MATCHES.**

Hong Kong v. Shanghai.

Ladies' Matches:
3 Singles & 2 Doubles.
Men's Matches:
3 Singles & 2 Doubles.

Play on H.K.C.C. Ground, commencing at 3 p.m. sharp:
Thursday, 21st November.
Friday, 22nd November.
Saturday, 23rd November.
Sunday, 24th November.

Morning: commencing 10 a.m. sharp.
Afternoon: commencing 3 p.m. sharp.

Tickets (obtainable from):
D. S. GREEN,
c/o Dunlop Rubber Co.,
(China), Ltd.,
1st Floor, Pedder Building.
Season Tickets (Transferable)
only 100 available, \$5.00 each.
Stand-Side Seats: 50 available
daily for Matches on H.K.C.C.
Ground only, \$1.00 each.
Remainder of Seats: No reservations—50 cents daily.

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BREATHEABLE
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FOR CHEST & LUNGS

THE GREAT PYRAMID**PROPHECY AND ITS FULFILMENT****The "Displacement" Of Britain And America**

[By D. Davidson in London "Morning Post"]

Some readers may remember the controversy concerning the Great Pyramid that took place many years ago between the late Professor C. Piazzi Smyth—Astronomer-Royal for Scotland—and Sir Flinders Petrie, which centred largely upon the dimensions of the base of the building. Professor Smyth contended from the general layout of the Pyramid's exterior and interior that the base circuit had been designed to define the circuit of the solar year circle. Unfortunately there was no direct means of measuring, as the base sides were heavily encumbered with debris.

Sir Flinders Petrie, however, sank shafts through the debris near the centre of the four base sides, and on all four sides found base casing stones *in situ*. The position of the casing base edge for points near the centre of each base side was then determined by surveying methods, and the four sides of a square were fixed on these points to define the casing base plan. The circuit of this square gives a slightly less circuit than the base square circuit claimed by Professor Smyth.

GREAT CONTROVERSY SETTLED

Petrie's survey, however, showed that the core masonry encasements on all four sides of the Pyramid were hollowed-inwards in the manner shown on the reproduction of an air-photograph taken by Brigadier-General P. R. C. Groves, C.E., C.M.G., D.S.O. The sloping inwards of the two halves of the encasement in the form of a shallow V depression is shown very clearly by the difference in tone of the shadows of the two halves of the encasement. There is a clear line of demarcation on the original photograph between the two tones of shade, down the centre of the encasement. I had derived from Petrie's survey data that the core encasements are as now shown, and had published the fact in "The Great Pyramid: Its Divine Message" (July, 1924). Sir Flinders Petrie denied that my conclusions from his survey data were correct, and stated that the hollowing-in feature of the core encasements consisted of a well defined channel or groove down the centre of an otherwise plane unhollowed slop. The correspondence concerning this has since been published. Petrie's letter illustrates my own V-shaped depression and states in reference to this that "the hollowing of the core is wrongly stated" by me. He then adds a sketch of his own recollection of the form of hollowing, showing this as a mere furrow in an otherwise unhollowed surface; "a groove," he adds, "up the middle of the face to hold a superior line of stones in setting out the angle." His own previously published survey data, however, rendered his latter statement and his sketch impossible, and my own conclusion,

from his survey data, is now shown by the air-photograph reproduced to be the correct one. The photograph shows at a glance what it would have taken several weeks of accurate surveying and levelling, and graphical and statistical reduction, to prove conclusively, and thus provides an outstanding example of the value of air-photography in archaeological and topographical surveying.

The establishing of this structural detail is a matter of supreme importance. For I had shown in 1924 that it had been the Architect's intention to hollow the casing surface in the same manner and to the same extent. Thus when we run the casing base edges, from the casing base points surveyed by Petrie, uniformly parallel to Petrie's core-masonry base—V-shaped, as his survey data show, and against which V-shaped depression the casing tones butted—we obtain the precise form and dimensions of the Great Pyramid that Professor Smyth had seen to be the intention of the Architect. The resulting base plan of the Architect's intention defines not only the value of the solar year in days, but also the values of the sidereal and anomalistic years in days, the accurate mean Sun distance, and the limiting values for the eccentricity of the earth's orbit. This complete and accurate definition of these related scientific values by the simplest possible geometrical figure confirmed that the Architect's intention had been accurately discovered—since Smyth had argued that a scientific definition of this precise nature was intended somewhere in the structure. The discovery did not prove that the ancient Egyptians or any other ancient race had acquired the necessary scientific knowledge, but proved that the Great Pyramid enshrines, what ancient tradition claims it enshrines, a Divine Revelation.

The discovery showed that the base plan embodied a structural displacement of 286 Pyramid inches in the geometrical forms of circuit, and that it was this displacement that revealed all the scientific values. The recurrence of the same Displacement Value (286) in other parts of the Pyramid, external and internal, led to my discovery of the Great Pyramid's geometrical Allegory of Displacement. The scientific interpretation of this allegory was published in "The Great Pyramid: Its Divine Message" (July, 1924), and was shown to portray the Scriptural prophetic allegory of the Great Architect's design for the Perfect Structure and the builders' error in building an imperfect Structure. The Scriptural allegory refers to this mistake in "building" as responsible for the "builders' rejection" of the "head" stone of the corner, or apex stone; as not fitting the imperfect structure they had built.

Until 1925, there was no means of determining definitely whether the Great Pyramid's exterior had been built imperfectly to agree with the structural allegory. Didorus, however, states that in his day the casing of the Pyramid was "entire and without the least decay," and yet lacked its apex stone. This would seem to indicate that the allegorical mistake was perpetuated in the structure; since the apex could not have been dismantled without the casing having been demolished first. This proves that the apex stone had never been placed on the structure, and the only reason for its omission seems to be the reason indicated by the allegory. The facts later revealed confirmed this conclusion. In 1925 the base sides were sufficiently cleared of debris to show all the existing fragments of casing base edge that remained bedded *in situ*. These showed that the casing was built square, without the hollowing feature of the core encasements.

The square was accurately lined off, and was measured by the Egyptian Government Survey. The published results of this survey define the base circuit as precisely the Displacement Factor (286 Pyramid inches) short of the year circuit.

This proved that the structure actually built symbolises the "imperfect structure" of the "builders" displaced, by the specified Displacement Value, by the specified Displacement Value, from the Perfect Structure of the Great Architect. For as I had demonstrated in all my works, both the Pyramid's prophecy and the ancient Egyptian texts define they encircle as the symbol of the Messiah, and the Displacement Factor (286) as the symbol of man's displacement from the centre of harmony in God, and from the perfect orbit of "the Sun of Righteousness"; and also, as a factor of Atonement and Reconciliation, as the symbol of the rectification for man's displacement that was effected by our Lord Jesus Christ at His Passion. The built circuit of the Great Pyramid's base therefore defines the mistake of the "builders," that led them to "reject" the stone that is to become "the Head and Chief Corner Stone." The Great Pyramid controversy is therefore now definitely settled, and the Divine origin of its Revelation established.

The Perfect Gauge Measure

The culminating theme of the Great Pyramid's prophecy concerns first the material preparation and then the spiritual preparation for eliminating "displacement" prior to the raising of the "Head stone of the corner." The preceding articles have shown that the material preparation consists of our being divested of things of material worth; and that our spiritual preparation will consist in our being instructed in humility and faith, so that we may, in humility and faith, submit ourselves, in darkness, to be guided from darkness into light. The Pyramid prophecy indicates that instruction is to be sought in the Scriptures, since all the prophetic teaching of the Great Pyramid is expressed in terms of the Scriptural prophetic allegory of the "Stone Kingdom." In the latter allegory "the builders" are a nation, and the Great Architect is God. The Kingdom cannot be maintained by "violence" but only by submission. The submission required of the "builders" is the offering of themselves as "spiritual sacrifices" for the completion of the imperfect structure to the "measure of the stature of the fullness of Christ," which measure is that of the Perfect Structure designed by the Great Architect. In other words, the Apex stone is the gauge or standard of reference for the true size and form of the Perfect Structure. The Apex Stone—or "Head stone of the corner"—completes the Perfect Structure, but cannot be added until the formation below has been enlarged to the dimensions of the Perfect Structure, that a top platform of the exact size to receive the Apex Stone may be provided.

The Spiritual allegory, as well as the Pyramid allegory, is precisely represented by the structural theme figured on the reverse of the Great Seal of the United States of America. The "Head stone of the corner" is poised over a Pyramid that is incomplete without it, awaiting the process of enlarging the Structure, a process that Paul expresses as a "growing up into Him in all things, which is the head, even Christ." Here we must not confuse the "building" race with the "Church." According to New Testament allegory the "Church" is the "body" of which Christ is the "head," the while being "the Bridegroom." The "building" race, spiritually prepared, is the "Bride," and the "marriage of the Lamb" is the consummation of the Great Architect's Design—the completion of the Perfect Structure. The submission of the "building" race refers to the race offering itself as building material—and not as material builders—to complete the Structure, by the addition of the perfect casing. This act of submission is the "spiritual sacrifice" of the building race, and it is the purpose of the current Tribulation to prepare the building race for this "spiritual sacrifice." Peter, therefore, in 1 Peter ii. 5-10, refers to the building race as "a holy nation" of whom "as lively (or living) stones are built up a spiritual house, an holy priesthood, to offer up spiritual sacrifices, acceptable to God by Jesus Christ." That Peter refers to a specific nation is clear from verses 9-10 where a promise made in Hosea (i. 9-10; ii. 23), to be fulfilled in the nation Israel, is applied by Peter to the "building" race. His whole Epistle is written to this race, which, in the first verse of the Epistle, is addressed as "the elect who are sojourners of the Dispersion in Pontus, Galatia, Cappadocia, Asia, and Bithynia" (Revised Version). The Dispersion to which he refers is the Dispersion of Israel, foretold in Hosea.

The American "Displacement" That Peter, in the reference given, is not referring to the Jews is made clear by our Lord's words to the Jews in Matthew xii. 42-44.

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"Jesus said unto them: Did ye never read in the Scriptures, the stone which the builders rejected, the same is become the head of the corner. . . ."

"Therefore say I unto you (the Jews), the Kingdom shall be taken from you and given unto a nation bringing forth the fruits thereof." "And whosoever shall fall upon this stone shall be broken; but on whomsoever it shall fall, it will grind him to powder."

Peter, therefore, in addressing the Jews (Acts iv. 11) said "This (Jesus Christ) is the stone which was set at nought by you builders, which is become the head of the corner."

It will be observed then that our Lord speaks of the "Stone Kingdom" as being given to a "nation." The Great Pyramid's prophecy indicates that this "nation" refers to the British race in the British Empire and the United States of America. Our Lord's words, again, refer to the "Stone Kingdom" prophecy of the second chapter of Daniel. In Daniel's prophecy the Stone Kingdom belongs to a nation, as the Kingdoms of "the image" in the same prophecy belong to nations. The latter "image" is identical with the "image" of Revelation that was considered in Article II. of this series. In Daniel's prophecy the "image" refers to a geographical succession of Empires. The "head of gold" lies in Babylonia, "the breast and arms of silver" lie in Medo-Persia, the "belly and thighs of brass" lie in Greco-Macedonia, the legs of iron cover the European extent of the Western Roman Empire, and "the feet part iron and part clay" cover the rival states of modern Western Europe. Off the feet of the image lie the British Isles, the financial, commercial, and strategic centre of the Stone Kingdom. The United States of America, have adopted the symbol of the Pyramid or Stone Kingdom as the symbol of their destiny because the founders of the American Republic were of the Stone Kingdom race, and because, as the Pyramid's prophecy indicates, the lines of destiny of the two great branches of the race are convergent.

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(Continued on Page 11.)

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SEA SAFETY CONCEPTS OF A SEAMAN

LECTURE TO THE U.S. ANNUAL
SAFETY CONGRESS AT CHICAGO

SCIENTIFIC RESEARCH

Since the dawn of navigation constant effort has been made, greatly accentuated in the last century, to attain safety at sea, said Captain Thomas Sheridan in a lecture to the U.S. Annual Safety Congress at Chicago recently. In every phase of maritime activity scientific research and inventive genius have supplied instruments, machines and methods which should theoretically almost absolutely eliminate accidental disaster at sea. But still accidents do happen with disturbing frequency. That they do happen is an indication of a weak link in the safety chain, and I am certain that this is to be found in the frailty of the human operating element; in other words, to dumbness, incompetency, recklessness or a combination of sound or all of these characteristics. Every exertion is devoted to the development of each phase of shipping efficiency except—curiously—one of the most vital factors requisite in attaining the maximum in sea safety conditions. For while research invention and ingenuity have been exploited to the utmost in providing mechanical and scientific accident preventives, little is done (except the maintenance of three small schools) to educate, train and prepare for their responsibilities the men responsible for the operation and safety of the craft composing our mercantile marine. This is a vitally important factor in sea safety, for I believe that there is no doubt that the vast majority of recent sea disasters have been due to dumbness on the part of the captains or officers involved.

Stowage Improper

Years ago I had an eloquent example of the damage dumbness in authority can do when I drifted a week in the wintry seas of the North Pacific in a ship on her beam ends. This ship was a four-masted barque—one of the finest and largest of its kind ever constructed in the country. We were bound from Japan to the Columbia River in ballast. While the ballasting was in progress the nature of the stowage was improper and thereupon protested to the mate, but, as I was only the third mate and 18 years old, he told me to "choke the luff of my jaw tackle." It was the shifting of the ballast in a pile, piece by piece, that had the ship on her beam ends with a very narrow escape from capsizing. We lost all the boats, some sailors and a lot of gear. Only by cutting the topmast masts (the topmast and lower were in one piece) out of her did we save the ship. I may add that I myself was washed overboard but managed to swim alongside and get hold of the end of a brace until the next morning brought me back aboard. A recent loss of a foreign liner loaded with American cargo and passengers—as most foreign liners seem to be when they get into trouble—was a complete classic exhibition, the dramatic inevitability of the Greek tragedy, of the destructive possibilities of the "Demon of Dumbness." Here there appeared to be, on the part of the officers and captain, a complete cessation of cerebration, right from the inception of the trouble. This ship capsized through having one side of her 'tween decks filled with water from a leak. The stupidity with which the emergency was faced is well illustrated (among many other evidences) by a colloquy reported to have occurred between the captain and second officer. The latter reported that the chief engineer had reduced, by pumping, the amount of water in the bilges. "Then what is causing her to keep listing over?" said the captain. "Surely not a boy, it would have been obvious that it was the water in the 'tween deck, high above the ship's centre of gravity. Then, as one bereft (whom the gods destroy, etc.) he ordered the lee double bottoms emptied which as it reduced the stability, was a factor in assisting the ship to capsize. When all hands had to take to the boats a final touch of this grim tragedy made it complete for, with mindless stupidity, the weather boats were lowered, loaded with people who were exposed to the full force of the elements, and smashed against the side of the ship. Moreover, it was found that the falls on these weather boats were too short to allow the boats to reach the water. The boats thus swung, like pendulums, until the ship capsized; there were knots in the ends of the falls, which characteristically, nobody thought of cutting. Of course, many factors contributed their share in causing this catastrophe—negligence, stupidity and recklessness in maintenance, repair and loading the ship, etc. But the major contributing cause was the mistake and errors made due to an almost unbelievable abnormal ignorance of the simplest fundamentals of ship stability considerations. Still more astounding is the general ignorance of professional knowledge in our own mercantile marine. And that again emphasizes the fact there has been, and is, grave neglect of the subject of the training and education of the officer personnel—deck and engine—of our merchant ships. While many of the officers of this service have attained, either through education or otherwise, unexcelled professional competence and, as a body, the merchant marine officers of the United States do not compare unfavorably with that of any other nation, yet it must be confessed that there is a great need for a proper system of selection, training and education if standards of safety and efficiency are to be attained and maintained.

No Sound Training

Very often an officer is produced by the following process: Starting with less education than that given by the lower grammar schools, he spends a couple of years (two at the legal requirement) chipping iron rust, washing paintwork and performing other jobs with little or no technical training or experience—as an ordinary seaman or boy—and then takes his examination for an officer's licence, after a short time spent in cramming to prepare to answer the simple questions asked in (necessarily) superficial and elemental navigation and seamanship. The possession of this licence entitles the holder to take charge of a watch on the bridge of the largest ship afloat. Very frequently such men acquire dexterity, by experience, in the immediate requirements of the various positions they occupy in a ship to command which they attain without any comprehension of the scientific mathematical and theoretical foundation of the arts employed in the operation of the craft under their charge. This condition, in my opinion, accounts for many of the otherwise inexplicable sea disasters. A curious illustration of ignorance, on the part of men of long experience, of the important science of ship stability is given by one of the "experts" who discussed this recent disaster in an evening paper. This "expert," a man of long experience, evidenced by his articles in the paper that he could not define one of the simplest points in metacentric stability. I also have frequently met men of long experience, officers, who did not understand and could not compute simple but important calculations with the safety of their ships.

Ideal Conditions

To obtain ideal safety conditions at sea it is of course obvious that the first essential is that the ships be officered—deck and engine-room—by soundly educated practical men. This does not mean that the examination for licences should just be made stiffer, as the only result would be that the candidate would spend that much more time in a cramming school learning things which he would hardly understand and soon forget. The only solution is in an expert profession to provide liberal facilities for the attainment of the major safety essentials—training, education and indoctrination. In the fulfilment of its occult purpose in impelling the species to its ultimate destiny Nature, in a subtle way, is forcing the individual, seems to abhor caution and to have endowed mankind with an urge for pure recklessness. A mere glance at the history of the species will show that the verity of the proverb, "ancient ship conservatism—the first law, etc.," is to be more than doubted. War, aviation, exploration and marriage are yet popular enough to indicate mankind's reckless zest for hazardous activities. The will to "take a chance" is one of the primal urges of human nature to which paramount consideration should be given in planning the psychological phase of any course of safety instruction. The quite essential spirit of enterprise should be deftly and intelligently developed, away from becoming one of foolhardy, "stupid recklessness. More didactic dicta is insufficient and sometimes is detrimental, in that it acts as an irritant to the recklessly inclined. An intelligent nature, to which paramount consideration should be given in planning the psychological phase of any course of safety instruction. The quite essential spirit of enterprise should be deftly and intelligently developed, away from becoming one of foolhardy, "stupid recklessness. More didactic dicta is insufficient and sometimes is detrimental, in that it acts as an irritant to the recklessly inclined. An intelligent nature, to which paramount consideration should be given in planning the psychological phase of any course of safety instruction. The quite essential spirit of enterprise should be deftly and intelligently developed, away from becoming one of foolhardy, "stupid recklessness. More didactic dicta is insufficient and sometimes is detrimental, in that it acts as an irritant to the recklessly inclined. An intelligent nature, to which paramount consideration should be given in planning the psychological phase of any course of safety instruction.

Personal Injury

Conquering the question of personal injury of seamen (all men shipped are technically seamen) it is my experience that the vast majority of accidents are due to carelessness, stupidity, inexperience and recklessness account for a share. I am convinced that the major reason why ladders and hatch accidents loom so large in the casualty statistics is because activities connected with them generally take place in port where booze is obtainable. A soured sailor on a ladder—or handling one for another—presents a case where ladders, splinters, bandages, etc., will be urgently required. Recently I made several voyages around the world in command of a motor ship. We had practically no seamen sick or injured until the booze area was struck. The first five weeks on the American Coast—were peaceful, for (while the local inhabitants of a village may be able to get into the U.S.A.) the roving sailor is distrusted in the speak-easies and thus remains quite sober. However, my crew, as all crews of all nations seem to do, made up for it when they reached the wet regions, with a resulting harvest of bruises, sprains, cuts, backaches and sickness. A couple of ship's cooks and a bos'n offered—among many others—good material to point a moral or adorn a tale; in fact, many tales. No trouble with them until we reached Australia. There the rum flows freely and the bibulous ambitions of seamen receive statutory cognisance in a law requiring ships to stretch nets between the decks and the ships to save the drooping drunkards from drowning as they trip in trying to get aboard. Brisbane was the first port touched at and from there on, round Australia to India, Ceylon and to Suez, these gentlemen had used on them (or caused to be used on others) vast quantities of toddies, handbags, catgut and medical services. At Sydney, in a convivial discussion, the second cook socked the boy's with a meat axe and stove in three of his ribs. As this left the boy's only able to work with one arm, he was then calculated to be only 50 per cent. efficient, the cook was charged half of his wages and subsistence (to make up for the loss to the ship) and the cost of the medical repairs.

"Doc" and the Boose

It was the chief cook who rose to heights of eccentric eminence. He had devoted himself to a serious endeavour to down all the available supply of Australian and Indian booze, trying everything at least once so that by the time we reached Calcutta he was rather bored with the staff and sought for new sensations. On the way from Calcutta to Ceylon he tried something new. This was a punch, made of a

mixture of the ship's vanilla extract, some bay rum, and Worcestershire sauce. We were about a thousand miles out, in the middle of the Bay of Bengal when he experimented with this stuff. That it was potent was evidenced rather strikingly when he came out on deck and announced that he was going to swim back to his girl in Ceylon and then dove over and started back. He was a rotten cook but we stopped and picked him up with a loss of 21 minutes. As it was feared that he might experiment with the food, he was discharged at Ceylon three days later. By this time, having spent three days in the ship's brig, he was nearly sober and (though rather anxious to get off the ship) was very indignant when informed that the cost of his performance (amounting to five dollars a minute) was to be charged against him. Even when it was pointed out that this gave him the distinction (rare to cook's careers) of having chartered a two-million-dollar ship for a yachting cruiser for the 21 minutes, he was not consoled.

Drunks Not Wanted

A drastic programme of eliminating, as far as practicable, all drunks from the sea service would, in my opinion, be the most effective agent in reducing the personal accident damage aboard ships, or if that cannot be totally achieved then by making it a rule to remove from the vicinity of any hazardous (or potentially so) job any man showing the slightest evidence of having booze aboard. A couple of drinks in a sailor seem to remove all his sense of caution and make him a menace to himself and others. The total drunk is really safer than the man with a couple of drinks. A little booze seems to have the effect of making otherwise lethargic individuals dangerously active. Of course, it is a rule to remove from the vicinity of any hazardous (or potentially so) job any man showing the slightest evidence of having booze aboard. A couple of drinks in a sailor seem to remove all his sense of caution and make him a menace to himself and others. 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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KEASHGAR	9,005	23rd Nov.	Marseilles, London, Hull, Hamburg
RAWALPINDI	16,619	Noon	Rotterdam & Antwerp.
BELTANA	16,619	7th Dec.	Bombay, Marseilles & London.
ALIPORE	5,273	14th Dec.	Marseilles, London, Hull, Hamburg.
MALWA	10,980	21st Dec.	Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	25th Nov.	Singapore, Penang & Calcutta.
TAKLIWA	7,036	13th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,006	30th Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	31st Dec.	Singapore, Penang & Calcutta.
TAKADA	6,949	11th Jan.	Singapore, Penang & Calcutta.

B.I. Apcar line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	29th Nov.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	3rd Jan.	Townsville, Brisbane, Sydney &
NELORE	5,853	31st Jan.	Melbourne.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolambuan, Taiwan, Timor, Darwin, or other ports en route as in-
dications of the company.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKLIWA	7,986	22nd Nov.	Amoy, Moji, Kobe & Osaka.
MALWA	10,980	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	24th Nov.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	7th Dec.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	18,568	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	9th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	10th Dec.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,500	10th Dec.	Moji, Kobe, Osaka & Yokohama.
KHIVA	9,135	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPUR	8,716	21st Dec.	Moji & Kobe.
TAKADA	6,949	24th Dec.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for "Rangoon" must defray their own hotel expenses at
Singapore while awaiting the on-carrying steamer.
All cabins are fitted with Electric Fans free of charge.
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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further Information, Passage, Freight, Handbooks, etc., apply to—

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OPTICAL DIRECTION SIGNALS AT SEA

TESTS OF LIGHTED ARROW SYSTEM

USE OF AIR WHISTLES

Experiments have recently been made with a system of optical direction signals at sea. The new direction indicators are similar to those used for motor car traffic, and consist of lighted arrows. For purposes of road traffic the lighted arrow system is in almost general use in Holland and Germany, but has not been widely adopted in either France or Great Britain.

The regulation signals in international use for steam vessels approaching each other on the high seas are (states "The Times") made on a siren as follows:—One short blast, indicating "I go to starboard;" two short blasts, indicating "I go to port." There are, however, many circumstances in which these signals may be indistinctly heard or wrongly understood on board the vessel for which they are intended. The use of air whistles, with which most motor vessels are equipped, is regarded as still less satisfactory than the siren signals of steam vessels, and there is little doubt that the combined use of optical and sound signals will largely diminish the chances of collision at sea.

The optical direction indicator system consists of three arrows—one amidship, horizontal, with the point to port; one amidship, horizontal, with the point to starboard; and one amidship, vertical, with the point upwards. When lighted, these arrows mean respectively: "I go to port," "I go to starboard," and "I continue my direction and request you to inform me which direction you will take."

Extensive tests, in order to obtain the most efficient lamps, have been carried out at the Eindhoven (Holland) works of the Philips Gloeilampen Company. A set of these lamps has been installed in the Batavier Line steamship "Batavier V," which arrived in London recently, when an inspection of the signalling apparatus was made by the Board of Trade and other shipping authorities. The present experiments were undertaken at the suggestion of Mr. A. Vreugdenhil, who is connected with the management of the Royal Dutch Lloyd Line, and have been watched closely by the shipping authorities in both Holland and Great Britain.

COAST PIRACY

Defensive Measures For Norwegian Ships

At the present time Norwegian ships are claiming to occupy the second place in the shipping position in Chinese waters, and they are exposed to possible attack by Chinese pirates without there being any protection available in the form of Norwegian warships in that port to render assistance, even if it were a result of the recent attack on a Norwegian ship in Chinese waters, the Masters' Association of Bergen appointed a committee to examine the question of the measures to be adopted against Chinese piracy. As a result of the inquiry the committee suggest that all Norwegian ships in the Chinese coastal service should be equipped with wireless apparatus and machine guns on the fore and aft, and with the guns arranged in places easily accessible to the officers, each of whom should be provided with two revolvers.

SALE OF "HOI SANG"

Messrs. Lammet Bros. auctioned the s.s. "Hoi Sang" at their auction rooms, Duddell Street, yesterday. There were a few bidders. The upset price was \$2,500, and bids of \$100 were made until \$3,500 was reached, when bidding slackened off and the steamer was knocked down for that price to Mr. Choy Koo shipbreaker of 879, Canton Road, Kowloon.

Particulars of the vessel are:—
A British twin screw wooden river steamer, registered at Hong Kong, Official No. 120992, of 678 tons gross and of 506 net tonnage.
Length 165 ft.
Breadth 28 ft.
Depth 10 ft.
The ship was built by the Kwong Tak Hing Firm at Mongkok in 1905. The vessel was sold as she now lies with all equipment and fittings on board.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "Benrines" are reminded to take delivery of their goods which will be subject to rent after November 25.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIRING"

These New Vessels Maintain a Regular Service from
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CHANGTE		
TAIRING		

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COASTAL SHIPS

Latest Changes In Personnel

Mr. G. T. M. Ramsay, from reserve, has gone second officer, Liang-chow.
Mr. S. Steele, second officer, Liang-chow, has gone second officer, Antung.
Mr. E. J. Hankin, second officer, Antung, is on reserve.
Mr. J. W. Smith, second officer, Yungchow, is on reserve.
Mr. J. W. E. Warrior, from reserve has gone second officer, Yungchow.
Mr. D. E. Brown, chief officer, Shantung, has gone chief officer, Kiating.
Mr. J. S. Anderson, from reserve, has gone chief officer, Shantung.
Mr. B. A. Davies, from Home leave, has gone second engineer officer, Kiating.
Mr. E. Ellison, third engineer officer, Fengting, has gone third engineer officer, Shantung.
Mr. R. L. Sweet, third engineer officer, Shantung, has gone third engineer officer, Fengting.
Mr. Wu Ah-hong has been appointed acting third engineer officer, Tantung.
Mr. W. D. Williams, third engineer officer, Tantung, has gone third engineer officer, Nanchang.
Mr. E. F. Graham, third engineer officer, Nanchang, is on reserve.
Mr. A. C. Cartner, third officer, Namsang, has resigned.
Mr. J. E. Hudson, second officer, Loongwo, is on reserve.
Mr. J. Robson, second engineer officer, Tungwo, is on reserve.
Mr. A. Paton, from Home leave, has gone second engineer officer, Tungwo.
Mr. J. Smith, chief engineer officer, Tungwo, is on reserve.
Mr. J. Rennie, from Home leave, has gone chief engineer officer, Tungwo.
Mr. F. G. Fraser, extra third engineer officer, Yatsing, is on reserve.
Mr. J. J. B. Hill, extra third engineer officer, Yatsing, has gone extra third engineer officer, Loongwo.

BORDEAUX PORT

Handling Operations Costs

The directors of the Bordeaux Self-Managing Port have just taken interesting steps which will foster the progress of that big French port by reducing the cost of handling operations.

It will be remembered that as a result of the strike of stevedores in 1928 and the increase in wages granted to those workers, the port authorities had as from January 15 last to increase the equipment hiring charges by 10 per cent. With electric cranes being substituted for hydraulic cranes and other various improvements introduced the board of the port, however, has now been able to revert to the old rates. Negotiations had also been pending for over 3 years with insurance companies for the purpose of enabling the Self-Managing Port to itself cover the civil responsibility incurred by users of public equipment. Up to now the cargo handling undertakings operating the equipment have had to be insured against the risk incurred in these operations, and the premiums included in the handling rates of firms.

It has now been agreed that these undertakings will no longer have to insure themselves against those risks which will be covered by a special insurance taken by the port itself. In view of the new charge borne by the port authorities, the rates of equipment hiring have been increased by 6 per cent, so that the net reduction in those charges works out at 5 per cent.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.
From LEITH, ANTWERP, LONDON AND STRAITS.

The Steamship "BENRINES"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 8th December, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 18th November, 1929.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

November 21 to 27, 1929.

NOV.	HIGH WATER		LOWE WATER.	
DATE	Standard Time	Ht.	Standard Time	Ht.
Thurs 21	2 34 a	4.5	7 4	0.9
	11 53 a	8.2	4 49	4.3
Fri. 22	1 49 a	4.6	6 14	4.2
			6 21	1.5
Sat. 23	1 3	7.6	6 38	4.8
	Nainferi	H.	nor Low	1.7
Sun. 24	2 33	7.0	10 34	3.7
	6 41 a	8.5	11 29	4.0
Mon. 25	1 41	8.5	11 29	4.0
	8 21	5.5	11 51	4.2
Tues. 26	5 35	5.2	0 13 a	2.3
	7 9	6.8		
Wed. 27	6 44	6.0	0 46	2.7
	7 21	6.3	4 48 a	2.7

A little learning is a dangerous thing:
Drink deep, or touch not the PYERIAN Spring.
THERE, shallow draughts intoxicate the brain,
And drinking deeply, sobers us again.

(Alexander Pope, Essay on Criticism).

PYERIS

SPARKLING MINERAL WATER

has been the subject of criticism throughout the Far East for many years, and is proclaimed the FINEST MINERAL WATER produced, ever increasing in popularity.

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Which would you rather pay? Send us your old winter suits to be

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Sole South China Agents for
Messrs. JEAN HUG & CO. of St.
Call manufacturers of fashionable
lingeries in art, silk and cotton.

November 20, 1929.

DEALERS:—Before placing your
next order ask us to show you our
samples and prices!

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to an exceptionally low figure
and must be cleared to make
room for New Season's Goods.

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The Store That Saves You Money.

GET YOUR NEW FELT HAT AT WHITEAWAYS

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All Shapes and Shades.
Curl, Snap, and bound
Brims.

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\$4.95.

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\$12.50 to \$19.50.

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Annual subscription, excluding
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Overland China Mail.

[The weekly edition of the "China
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BIRTH

SEIFFERT.—On November 17, in
Canton, to Mr. and Mrs.
R. W. E. Seiffert, a son.

Hong Kong, Thursday, Nov. 21, 1929.

LARGE UNIVERSITIES

University years are just be-
ginning. Cambridge is to-day in
full strength, and the estimate is
that there are 5,000 undergrad-
uates in residence, if we include
among them the 500 women at
Girton and Newham. The fresh-
men number 1,650. There is
now nothing strange in such
figures. Ever since 1920 there
have been from 1,600 to 1,800
newcomers admitted to the Uni-
versity each year. But before
the war no one had dreamed of
such hosts in Cambridge. Then
1,000 or 1,100 freshmen a year
was the rate, and the under-
graduates in residence were
rather more than 3,000.

A similar expansion has taken
place at Oxford. By general ad-
mission the colleges at the two
older Universities are now as
large as is compatible with effec-
tive work. The complaint has
been heard, indeed, that in the
expansion something of the spirit
and the charm of University life
has been lost. The modern un-
dergraduate, not so much
one of a community as one of a
host is tempted to live in cliques
and coteries rather than general
good fellowship. The particular
type of teaching which distin-
guishes Oxford and Cambridge,
the system of college tutors,
could not be organised to provide
for any further large increase of
students. Yet already many lads
who would have been admitted

readily in the old days and en-
joyed not unprofitable years at the
University must be refused.
That colleges should decline to
take men who are not capable of
reading for honours with a chance
of a good class may be inevitable.
The standard for men will only be
what it has long been for women.
Yet we may agree with the Lon-
don "Daily Telegraph" that in this
change there is some loss. Uni-
versities ought not to be too
academic. The clever under-
graduate should not be left wholly
to the society of his kind.

GOLF'S NEW TERROR

We are told that men will wear
shoes of many colours. It has
been decreed by those mysteri-
ous powers which ordain what
the world shall wear. When a
man goes forth to golf, his feet
in future may be green or blue or
red or as dazzling as his pullover.
Thus one more terror is super-
fluously added to the dread
game. There was a Shoe Fair in
London, and the omens of this
brighter feet cult were displayed.

MEN, WOMEN, AND AFFAIRS

Novelin's Grandson: The Polish Dictator: Cockroaches: Great German Actor:
Legal Language

Admiral Sir Herbert Richmond
SIR Herbert Richmond, who re-
cently became a full admiral,
had as his assistant at the Im-
perial Defence College, of which
until recently he was command-
ant, Captain (now Rear-Admiral)
G. C. Dickens, a son of Sir Henry
Dickens, K.C., and grandson of
the great novelist.

Sir Herbert himself is a son of
the late Sir William Richmond,
the painter. So here is a double
departure from the usual position
of naval officers springing from
naval families.

Sir Herbert during the war
commanded three ships in the
Grand Fleet—Commonwealth, Con-
queror, and Erin. A little time
ago he presented a lion cub,
Simba, to the Zoo. The animal
travelled with a correct naval cer-
tificate, and an official number.
Under "Date of volunteering" was
written "Had no option," and
under "Religious denomination"
appeared the word "Glutton."

Marshal Pilsudski

FEW statesmen have played a more
prominent role in shaping the
destinies of their country than Mar-
shal Pilsudski, the Polish War Min-
ister, whose projected visit to Italy is
arousing no little interest in War-

in it, but we read nothing about
sizes. Not every man could afford
thus to emphasise his lower di-
mensions.

Yet we do not deny that a
fashion of rainbow feet may be
coming. Once upon a time there
was a Count of Anjou who had
such "large corns and bunions"
that he ordered shoes of long
and contorted toes to "conceal
the excrescences." This fashion
"wonderfully pleased light-mind-
ed persons and lovers of novelty,"
and before long everybody who
was anybody in Europe had his
shoes made with toes like fishes'
tails. Later, young bloods had
such toes that they were fasten-
ed to the knee by chains, until
an Act of Parliament was pass-
ed ordaining that no cord-wain-
er or cobbler should make shoes
with a projection of more than
two inches. So perhaps, our feet
will be beautiful on the links at
Fauling long. The wheel of
fashion swings round. Shall we
see our young men red-heeled like
Charles II or square-toed like
Henry VII?

NEWS IN BRIEF

During 24 hours ended yesterday
one case of typhoid fever, one
smallpox, and one of diphtheria
were notified.

Wong King, charged with taking
into her employment a nine years
old girl as a mul tsai at 633, Shang-
hai Street, was this morning at the
Kowloon Magistracy remanded for
a week.

The "China Mail" has received a
beautiful illustrated catalogue from
Messrs. Whiteway, Laidlaw & Com-
pany, showing toys and other useful
gifts for Christmas at reasonable
prices.

The four Chinese arraigned on
charges of robbery at an unnum-
bered hut on the Ma Tau Kok Road,
were again before Mr. W. Schofield
at the Kowloon Magistracy to-day.
A week's formal remand was
granted.

Fourteen persons are reported to
have been drowned when a fishing
junk capsized in a sudden squall off
Lap-sap-mei, in Chinese territory
at 11 p.m., on November 17. Ac-
cording to a report made at the Tai-
O Police Station by the master of
the junk, only he and three of his
foks were rescued by a passing
junk and taken to Macao whence
they came on to Hong Kong.

"That is not the custom of this
Colony" remarked Mr. W. Schofield
at the Kowloon Police Court this
morning to a Chinese woman who
was charged with carrying a chicken
by its wings. Defendant in ad-
mitting the offence, stated that she
had just come down from the coun-
try two days ago and did not know
Hong Kong laws. A fine of \$3
was imposed.

Jaffa, yesterday.—A Jew has
been sentenced to death for killing
two Arabs during the August dis-
turbances.—Router.

The occupier of 21, Canton Road
was this morning at the Kowloon
Police Court fined \$5 for allowing
her dog to be abroad without a
muzzle.

Messrs. Jean Hug & Co., of St.
Gall, France, manufacturers of
fashionable lingerie, have ap-
pointed the Patriotic Trading Co.,
of 18 Ice House Street, the sole
agents for South China, for their
lingeries in art silk, and cotton.

On a charge of enticing a Chinese
male child, 5 years of age, from
his mother at Kowloon City, two
Chinese, unemployed, were at the
Kowloon Magistracy this morning
remanded for 48 hours in police
custody pending the arrest of a
third person.

Chan Tak, charged with gambling
in Jordan Road, a public place,
absented himself when the case
was called at the Kowloon Magis-
tracy this morning and his bail of
\$4 was subsequently estreated.
\$1.99 gathered from the gamblers,
was ordered to be placed in the
Poor Box.

ST. ANDREW'S

Congregational Meeting This Evening

A general meeting of the con-
gregation of St. Andrew's Church,
Kowloon, will be held in the Church
Hall this evening at 6 o'clock.

The business will be:—(1) To
approve the final draft of the
Church of England Trust Ordinance
1929.

(2) To nominate two lay re-
presentatives of St. Andrew's
Church, on the Board of Trustees.
The Rev. C. B. Shann, Clergyman-
in-Charge, will preside, supported
by the Church Vestry.

BOXER INDEMNITY

London, Yesterday.
In the House of Commons to-
day Mr. Arthur Henderson said
that the new proposals dealing
with the Boxer Indemnity were
now under consideration with His
Majesty's Minister in China. The
question legislation must await
the decision of these proposals.—
Reuter.

LIQUOR FOR NATIVES

Rugby, Yesterday.
In the House of Commons to-
day Mr. Lunn, Colonial Under-
Secretary, stated that the Gov-
ernors of West African colonies
were being consulted as to what
steps could usefully be taken for
dealing with the sale of intoxicat-
ing liquors to the natives of those
colonies.—British Wireless Ser-
vice.

The German Hamlet
HERR Alexander Moissi, the great
German actor, surprised as well
as delighted a Surrey party
recently by bursting into song and
entertaining his fellow guests, not
only with German lieder, but with
English folk songs.
He is to play Hamlet in London
in German, but his English, though
slow and deliberate, is quite good.
He is a slight, wiry man, with a
mass of long hair and little of the
conventional German in his appear-
ance; he was born, as a matter of
fact, a few miles from Trieste.
Since before the war he has never
been in Britain and has never ap-
peared there in public.
The last foreign Hamlet London
saw was an Italian, who played the
part at the Globe Theatre in a
blonde wig, but, unfortunately, he
met with very poor support.

Litigation
THOUGH the judges are back at
the Law Courts, it is not yet
known when the Law Lords will re-
sume the hearing of appeals in the
House of Lords, for there is at pre-
sent so little there for them to do.
Fortunately (or otherwise, as view-
ed from the divergent standpoints of
counsel and litigant) the Judicial
Committee of the Privy Council
knows no such paucity, else the
ranks of the unemployed might ex-
perience an unaccustomed accretion
with the indecorous spectacle of
K.C.s beating the big drum and blow-
ing their trumpets, a thing discoun-
tenanced by the profession.
Such scarcity in appeals to the
Supreme Courts as has been the
case this year cannot be recalled.
But the falling off in litigation is
attributed rather to the question of
pounds, shillings, and pence than to
the advent of a heaven-sent
amiability.

INSTONE BREWER'S RETURN

FORMAL APPEARANCE IN COURT

REMANDED ON BAIL

Mr. Noel Instone Brewer, Barris-
ter-at-Law of Hong Kong, who was
arrested at Shanghai following the
issuing of warrants against him by
Mr. A. W. G. H. Grantham, Second
Magistrate of the Central Magis-
tracy, arrived in the Colony, in the
custody of Detective Sergeant C.
Mottram, this morning on board
the R.M.S. "Empress of Russia."

He was produced before Mr.
Grantham at 12.30 p.m., when the
following transpired in Court.

Mr. Grantham: You are Noel
Instone Brewer?
Defendant: I am, Your Worship.
Magistrate: The charges against
you are?

(a) For that you, Noel Instone
Brewer, on the day of August, 1927,
in a statutory report made and
filed by you on the said date
(which report you were authoris-
ed to make by the provisions of
the Companies Ordinance of 1911)
and on behalf of the Instone
Banking Corporation, Ltd., did
knowingly and wilfully make
(otherwise than on oath) a state-
ment false in a material particu-
lar, to wit, that the total amount
of the cash received by the said
Instone Banking Corporation, Ltd.,
in respect of shares issued wholly
for cash, was \$376,750, contrary
to Section 7 of the Perjury Ordinance,
No. 21 of 1927.

(b) For that you, Noel Instone
Brewer, on the 9th day of July,
1928, in a balance sheet dated the
6th day of August, 1928, for the
period ending the 30th day of April,
1928, filed by you on behalf of the
Instone Banking Corporation, Ltd.,
(which balance sheet you were au-
thorised to make and file by the
Companies Ordinance of 1911), did
knowingly and wilfully make a false
statement (otherwise than on oath)
in a material particular, to wit,
that the assets of the said Com-
pany consisted of accounts receiv-
able by the said Company which
amounted to the sum of \$221,360.87,
of collateral and security loans which
amounted to \$394,630 of mortgage
and long term loans which amount-
ed to \$266,630; stocks, shares and
investments which amounted to
\$484,831.80; and unallocated capital
which amounted to \$1,420,940;
contrary to section 7 of the Perjury
Ordinance, No. 21 of 1922.

(c) For that you, Noel Instone
Brewer, being a director of the In-
stone Banking Corporation, Ltd., pub-
lished or concurred in making, cir-
culating or publishing a wrong state-
ment, to wit, a balance sheet of the
said Company, dated the 6th day of
June, 1928, for the period ending the
30th day of April, 1928, filed by you
on the 9th day of July, 1928, with the
Registrar of Companies on behalf of
the said Instone Banking Corporation,
Ltd., which you knew to be false in
a material particular, to wit, that
the assets of the said Company consisted
of accounts receivable amounting to
\$221,360.87; of collateral securities and
loans amounting to \$394,630; of mort-
gage and long term loans amounting
to \$266,630; and of stocks, shares and
other investments amounting to \$484-
831.80; and of unallocated capital amount-
ing to \$1,420,940; with intent to de-
ceive shareholders of the said Corpora-
tion and to induce persons to become
shareholders, or to entrust or to ad-
vance money to the said Corporation;
contrary to section 21 of the Larceny
Ordinance No. 5 of 1905.

The Magistrate (to defendant):
Remanded until Tuesday, the 26th
inst., at 2.15 p.m. Amount of bail:
\$500 and two securities of \$1,500 each.
Mr. Brewer: I thank you, your Wor-
ship.

THE AIR MAIL

35,000 Letters Leave London For India

Rugby, Yesterday.
The first Indian air mail on the re-
vised Imperial Airways Service, which
now leaves Karachi on Tuesdays instead
of Sundays, arrived at Croydon Aero-
drome to-day in a big Armstrong-
Siddley air liner which had flown
across Europe from Athens, the mail,
which was the second largest yet flown
from India to London, consisted of ap-
proximately 3,600 letters.—British
Wireless Service.

TEN YEARS AGO

[From the "China Mail,"
November 21, 1919.]

To-day's dollar is worth 5/- 1/4d.

Lieut. F. C. Roberts, a Hong
Kong boy, who recently returned
from active service, left for Home
by the Empress liner.

A contemporary says of a man
who had just lost his son that "a
large measure of sympathy will go out
to him." We believe always in
sympathy, that sends out to the
bereaved a large drink (even of the
old-fashioned liquor) is as practi-
cable as any.

ROUND THE LEADING CINEMAS

"WHERE EAST IS EAST" AT WORLD

STORY OF ADVENTURE

Grim jungle wildernesses, desperate adventure and battles with wild beasts, the exotic and bizarre surroundings of an Oriental Paradise—these are the background for "Where East is East," now playing at the World Theatre, one of the most remarkable adventure-mystery dramas in Len Chaney's career.

In this new Metro-Goldwyn-Mayer production, Chaney departs radically from his usual type of role. He plays the part of an adventurer, a fellow harmless enough himself, though engaged in the most dangerous business one could imagine, but who faced by necessity, turns to one of the deadliest menaces a screen character has ever portrayed. There is much of human psychology in his story of "Tiger Haynes"—and it is a terrible drama, from the moment the safety of his daughter's happiness goes to him to a fantastic murder. Chaney's role is that of an adventurous jungle trapper of elephants, tigers and leopards. He is covered with scars from desperate encounters, and lives in a little paradise in the wilderness with his half native daughter, a role played with fiery intensity by Lupe Velez.

"PUBLICITY MADNESS"

That the advertiser must be a pushing and a vigilant man is evident in Ray's production "Publicity Madness" showing at the Majestic Theatre to-day, only, at 5.20 and 9.15 p.m.

This film gives Edmund Lowe the bright role of canvasser for a soap company. His ideas are hilarious, and, collectively, the picture is quite entertaining.

Lois Moran has the leading feminine role, supported by an all-star cast.

M-G-M News and a Hal Roach Comedy are also featured.

TOO INTIMATE

Novel Conveniences In A Berlin Ball-House

Berlin—A certain amount of jealousy felt in Berlin at the magnificence of the new Theatre Pigalle in Paris has been pleasantly mitigated by the opening of a colossal specimen of that peculiar type of place of amusement at popular prices in which Germany specializes. The very name of the establishment, "Femina," would, in any other city than Berlin, imply the naughty, or at least coquettish, intimate. In Berlin, however, it signifies a vast ballroom, surrounded by every conceivable kind of bar, in which some thousands of people may not only dance but indulge in open, decent, and brilliantly illuminated love-making at one and the same time.

There are in Berlin and elsewhere other establishments provided with table telephones, one telephone to each table, but there can be few others supplied with a pneumatic postal plant, which provides for the delivery of letter in the shortest possible space of time by veritable postillions d'amour. While, presumably, husbands and wives may go out together and have the jolliest time making the acquaintance of occupants at other tables, comfortably supervised by the rest of their families, Berlin's young men and women declare that this is the finest idea yet devised in a city open to every new idea under the sun or moon.

The dancing floor, with a mighty crash of machinery, is raised late in the evening for a cabaret show, during which the little telephones are silent and the postillions d'amour creep on tip-toe. The very lift to this establishment is as big and as luxurious as a large-sized drawing-room. True to the bourgeois tone of the place, which is carefully stressed by the management, "Femina" is described by the old pre-war term of "Ball-House," and not, as a palace of dancing, although, such is the belief in the pleasure-loving tendency of this city, it cost over a hundred thousand pounds to build.

An amazing development has followed the burial in Paris of the self-styled Marquis de Champanbert. He arranged the burial himself, with the aid of friends, and relied on anonymous letters which he wrote to free him from his "grave" in time.

The improvement in the health of the Princess Royal was maintained, and her Royal Highness was able to leave Mar Lodge, Braemar, and be taken to her residence in Portman-square, London, accompanied by her daughter, Princess Arthur of Connaught.

THE RUSSIAN VEIL LIFTED

MISERY, SQUALOR, DECAY: HELL UPON EARTH

GRASS-GROWN STREETS

The London "Morning Post" recently published an account of existing conditions in Russia as seen by two English miners and a schoolmaster, who had just returned from an uncondemned tour of the country made at the expense of Mr. Tilden Smith, proprietor of the Tildenstone Colliery, near Dover. The men admitted they were "lucky to get out of it." Now comes a further account from Mr. Henry Butt, a justice of the peace, and a county councillor of Weston-super-Mare, who is also a large employer who is on the best terms with his workpeople. The account is given in the form of an interview to the "Weston Mercury and Somersetshire Herald," and in it Mr. Butt unfolds a picture of misery, squalor, and decay in what were once Russia's thriving and magnificent cities.

"If there is a hell upon earth, then Russia is the place," he says, and adds: "If I were invited to visit Russia again and were paid £100 a day plus all expenses I would not accept the invitation. We were all intensely shocked and saddened by the conditions we saw."

Mr. Butt was well acquainted with Russia in pre-war days, and he contrasts the busy, prosperous look of Kronstadt then with what it is now. There is an almost entire absence of shipping, and the great granaries in the Neva are all unused. The landing piers have fallen into decay, and the only sign of any export activity is in timber.

City's Only Sound

Of Leningrad Mr. Butt says: "The Nevsky Prospect (now Eighteenth of October Street), as I had formerly known it, was one of the most commanding and impressive thoroughfares in Europe... and the magnificence of its shops equalled the Rue de Rivoli in Paris. To-day the whole of the shops are barricaded with wood; obviously no paint has been applied or repairs done since the Revolution. Each shop, each building of whatever kind, is divided into compartments, and here the workers live."

"All the streets seemed to be like ploughed fields—rough stones and boulders on either side, and weeds and grass everywhere. The only sound that came from the city consisted of the creaking and rattling of horse-drawn vehicles conveying timber to the yards—the only business that is left."

Vodka Shops
There are a few shops left, Mr. Butt states, but they are only for the sale of vodka, chemists' and photographers' and Soviet bread and meat shops, where queues of miserable people, sometimes hundreds of yards long, wait for their supplies.

"They seemed an entirely crushed and dumb people," was the conclusion arrived at, and at no time did any member of the party see a smile or hear a laugh, not even from an official.

Peterhof Palace
At the Peterhof Palace Mr. Butt found a section of the famous fountain playing and people actually engaged in sport—the first apparently happy people who had been seen, and the visitors were informed that they were there for a day's pleasure. But later they learned that a cinematograph picture of the Palace and its fountain was being taken, and the "pleasure party" consisted of paid dancers brought there for the purpose.

"Within the next few years something very serious must happen—it is impossible for things to continue as they are at present," is Mr. Butt's verdict.

WAR IS COSTLY

Canton.—According to information released from the Department of Finance, the monthly budget for military expenditures for the province is fixed at \$2,500,000 and this has been increased to \$4,500,000 since last month on account of the rebellion of Yu Chok-pak and Li Ming-shui in Kwangsi.

It is heard that the budget for November may be greater than that of last month, for up to the 13th instant, the amount released for military expenditures has already exceeded the 2 million mark.

Sir Alan Cobham received an official welcome from Mr. Frederick Montagu, Under-Secretary for Air, on his return from a five months' aerial tour of Great Britain, during which he covered 60,000 miles and visited 110 towns in search of aerodrome sites.

The rescue of one of the biggest Austrian banks from failure is due to the resolute action of Herr Scholler, the new Chancellor. It is stated that the country has been spared an appalling financial and economic catastrophe.

"SNEAKING UP INTO THE INTERIOR"

JAPANESE WHO SMUGGLE THROUGH S. CHINA

COURSE OF ACTION

Canton.—Chairman Chan Ming-shu has directed the Provincial body to examine the question of Japanese launches avoiding customs duties by sneaking up into the interior, through Chaptze near Lukfung, with the permission of the Customs there.

Orders have been given to Mr. To, the Commissioner of Foreign Affairs, to open up negotiations with the Japanese Consul, and to the Superintendent of Customs of the Swatow District to examine the affair. The despatch is to the effect that information has been received and a course of action asked for by the Lukfung Kuomintang Party to deal with the following.

Chaptze is a port between Hong Kong and Swatow, and every year a considerable amount of traffic passes. Now Japanese launches bring goods from Hong Kong in order to avoid taxes, causing a resulting effect on Chinese launches.

Investigation shows numerous Japanese vessels stop at Chaptze, making that town a centre of Japanese commerce in order to get goods in without paying duty.

Methods are therefore to be devised to prevent Japanese ships from trading there freely and the question will be opened up with the Japanese Consul—Canton News Agency.

PRISONERS IN RUSSIA

Wives Who Have Married Again

The movement to repatriate the Hungarian prisoners who remained in Russia after the war is being followed with intense interest and anxiety. Eight men who were long reported dead, and whose wives had re-married, arrived in Hungary recently, and the possibility that not only the missing but the "dead" may return is raising hope, but also trepidation, in the breasts of numbers of widows, or newly-made wives.

The Press reports, however, that the Hungarian Red Cross has been informed by the Geneva International Committee that the Soviet representatives abroad give it as their opinion that the repatriation of the prisoners must be postponed until Hungary resumes diplomatic relations with Russia, and it is believed that the Soviet will put obstacles in the way of the Hungarians leaving Russia until this is accomplished.

It is stated that foreigners who wish to leave Russia must apply at the Foreign Office in Moscow for a permit, and be in possession of enough money to pay the fare (about 200 pengos). But the enquiries about the political views of the would-be immigrants last so long that many Hungarians who desired to return have given up the attempt and returned to Siberia.

The "Pesti Naplo" prints a letter from a Hungarian in Moscow, dated August 10, which arrived in Budapest via Finland. The writer says: "I have been in Moscow for nine months. I have all my papers, and I have the money for the fare, but they will not let me go away. They are busy investigating all that I did during the thirteen years I spent in Kasaan. We are about a hundred who want to go home. During the day we earn a few kopeks at the Smolensky market, and at night we go to the Panziljev street and sleep in little hovels such as our Tziganes at home live in..."

SAVE HALIFAX!

Canada And Her Naval Base

Ottawa.—Canadian equanimity regarding the visit of Mr. MacDonald was stirred by a New York report that he would discuss the demilitarisation of the Halifax naval base, which, with the dismantling of the West Indian bases, would be a grand gesture to the United States. This is a complete surprise here. Naval officers had not heard of any possibility that Mr. MacDonald would discuss the subject.

Government circles do not credit the report that Mr. MacDonald made any such statement. The Halifax fortifications are weak, and are used principally for training the personnel of the present Canadian navy, which consists of the destroyers Charlatan at Halifax, and Vancouver at Esquimaux, both borrowed from Britain pending the construction of two new destroyers. Halifax has also two ancient mine-sweepers, the Ypres and the Armentiers, and a dockyard and short training school. There is facetious comment here on the offer to scrap fifty per cent. of the Canadian Navy as a gesture of goodwill to the United States!

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel 4.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

Entertainments
To-day—Helena May Institute Concert, 5.30 p.m.
To-day—Queen's Theatre; "Follies of 1929."

To-day—Star Theatre; "Trent's Last Case."

To-day—World Theatre; "Where East is East." (Continuous performance from 1.15 to 11.15 p.m.)

To-day—Majestic Theatre; "Publicity Madness."

Home Mails
To-day—Inward from America and ports ("Empress of Russia"); from Europe via Suez ("Malva").

To-morrow—Inward from America and ports ("President Jefferson"); Outward for Europe via Siberia ("Tango Maru"), 9.30 a.m.

Lammert's Auction
To-morrow—At 17, Jordan Road, Kowloon, household furniture, 2.30 p.m.

Nov. 27—At 11, Humphreys' Building, Kowloon, household furniture, 11 a.m.

Meetings
To-day—Hong Kong Horticultural Society Meeting at Messrs. Jardine, Matheson's Board Room, 5.15 p.m.

To-day—St. John's Cathedral Extraordinary Meeting, 5.30 p.m.

To-day—General meeting of St. Andrew's Church congregation in Church Hall, Kowloon, 6 p.m.

IN OTHER PLACES

Chronicles From Japan To Java

Among recent arrivals at Peking was Mr. Leon Ellis, who is taking the post of third secretary of the American Legation.

Major and Mrs. Colchester Wemyss have gone to Wei-hai-wei from Peking. Major Wemyss (retiring rank of Lieut.-Colonel) will take up the position of district officer and magistrate at Wei-hai-wei.

Mr. F. A. Cleveland, former professor at the Pennsylvania, New York, and Boston Universities, has been appointed chief of the Accounting Department of the Salt Revenue Inspectorate by the Minister of Finance.

The "Sinwampao" says that the local Chinese bankers have been invited to assist the National Government in the flotation of China's Telegraph Bonds for \$10,000,000. A meeting will be held in a couple of days to discuss the question.

Mr. Sun Fo, Minister of Railways, is reported to have applied to the State Council for permission to issue \$30,000,000 worth of long term loan bonds and \$15,000,000 worth of short term notes for the rehabilitation of the Peking-Hankow Railway.

Rice merchants have submitted a further petition to the Soochow water police, requesting the latter to release a number of rice junks, bound for Shanghai, which were detained by the Soochow water police two weeks ago because those on board failed to pay the necessary taxes.

Miss A. Davis, daughter of the governor-general of the Philippine Islands, accompanied by her cousin, was to arrive at Peking on November 12. In honour of Miss Davis and her cousin, Baron le Maire de Warzee d'Hermalle and Baroness de Warzee d'Hermalle were to give a dinner party on November 14 at the Belgian Legation.

Mr. Wang Chen-fuh, chief procurator of the Nanking District Court, in an interview with Chinese pressmen, said that he considered that the sentences passed by the judges of the court on Mr. and Mrs. Kao Ying adequate and that he is discussing the acquittal of Mr. Suen Foon with his colleagues. The attorney for Mr. and Mrs. Kao Ying, Mr. Wang says, had made preparations to appeal.

Feed Your Baby On

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NEW ADVERTISEMENTS.

PUBLIC AUCTION

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ON WEDNESDAY, November 27, 1929, commencing at 11 o'clock a.m., at No. 11, Humphreys' Building, Kowloon.

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CHEUNGCHAU NOTES

Minor Invasion From Hong Kong

[From Our Own Correspondent.] Cheungchau Yesterday.

We are preparing for a minor invasion from Hong Kong, of a peaceful nature. A "Retreat" is to be held here commencing on Friday, November 22.

The outline of the programme is as follows:— Friday at 8.30 a.m.—A devotional meeting conducted by the Rev. F. C. Young, pastor of the Union Church, Kennedy Road.

Saturday from 9.10 to 9.30 a.m.—Discussion on the subject of "God's Need for a Man," to be introduced by the Rev. F. C. Young.

Another session will be held from 11.15 to 12.45 a.m., when the subject "Man's Need of God" will be introduced by the Very Rev. A. Swann, D.S.C., Dean of St. John's Cathedral, who will also conduct the evening meeting, from 6 to 7.30 p.m., when "Christ in Individual Life" will be the subject.

On Sunday there will be a communion service conducted by the Dean at 7.30 a.m. From 9.10 to 9.30 a.m., the subject "Christ in Society" will be discussed, and from 11.15 to 12.45 a.m., the subject will be "Why and why not attend Public Worship."

The closing session will be conducted by the Rev. Knight Anstey from 6 to 7.30 p.m.

The visitors expected will occupy six or seven of the houses and during the afternoon will enjoy walks round the beauty spots of the Island or indulge in other forms of recreation.

The residential community had been added to of late. Capt. A. Miller is living at No. 20, and we have welcomed back Mr. and Mrs. S. Boulton and daughter to their cottage, No. 17A.

Next month Mr. Kastman, who has recently returned to the Colony, will again take up his residence at No. 27A, to be joined later by his wife. Mrs. Clift is also expected to arrive soon to meet two new lady workers of the B.C.M.S. Mission.

Considerable alterations are under way at the pier end which, when completed, will simplify the landing of passengers and cargo.

The Duchess of York opened the Scottish National Memorial at Blantyre, near Glasgow, to David Livingstone, which is in the form of a museum, with ample grounds. The tenement in which Livingstone was born has been restored to become a treasure-house illustrating his life-work.

SEE AND HEAR JANET GAYNOR. AT THE QUEEN'S Commencing Sunday.

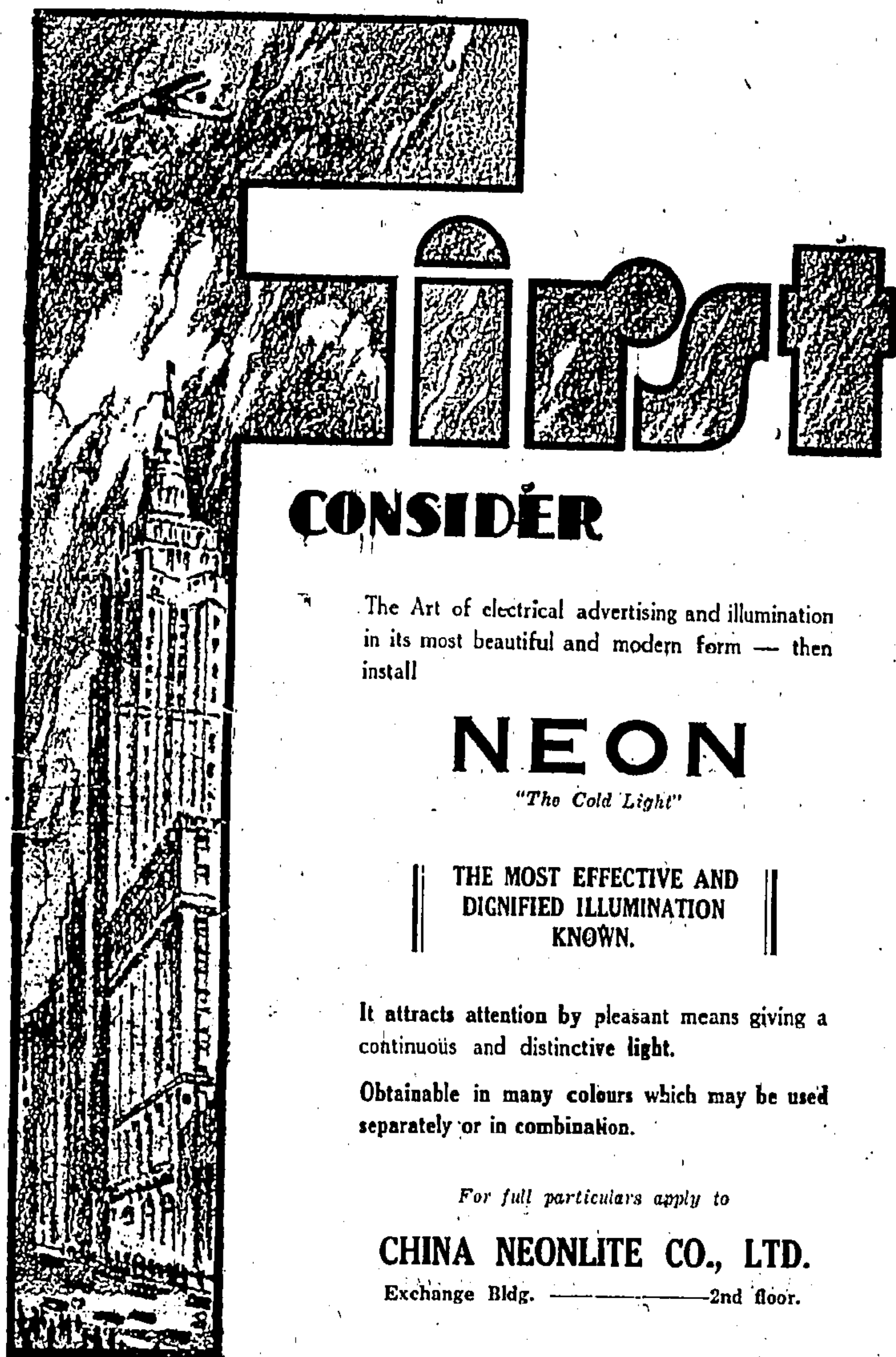
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REAL HABANA CIGARS.
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Celestiales Chicos .. 25's 10.75 " "
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NOVEMBER

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Haydn

Played by Philharmonic-Symphony Orchestra of New York, under the direction of Arturo Toscanini

M-58 CONCERTO No. 2, in C MINOR
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Serge Rachmaninoff with Leopold Stokowski and Philadelphia Symphony Orchestra.

Also hear Gloria Swanson's first Record "Love"
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NEW MOTOR SHIP Buenos Aires "Maru" in Harbour

The new motor ship "Buenos Aires Maru," lying at A1 buoy in the harbour, was generally admired by residents of Hong Kong to-day. The owners, Osaka Shosen Kaisha, are holding an unofficial reception this afternoon on board.

With this fine vessel, the O.S.K. will inaugurate a new and unique round-the-world service.

The "Buenos Aires Maru" sails tomorrow at noon for Saigon, Singapore, and other ports, via South Africa to South America.

WOMEN POLICE IN TURKEY

Constantinople.—The expediency of inviting the Chief of the London Women Police, to Constantinople, is now under consideration by the Union of Turkish Ladies. The question of the participation of the Turkish women in the police force has recently given rise to much controversy in feminist circles. Among the members of the Union of Turkish Ladies it is held that the innovation will help to eliminate debauchery and prostitution. Other ladies, especially teachers, dislike the idea of the Turkish women being in contact with the scum of the people, and urge that she shall first learn how to perform her duties as housewife.

The dispute calls attention to the progress of feminism in Turkey. Of all reforms brought about in this country, in the course of the past few years, the improvement in the status of women must undoubtedly be considered the most promising. Its strongest supporters are the present leading statesmen.



WADAM FOX
MOVIE TONER
1929

THE NEW OFFICE
His Excellency's new office is much more commodious than the previous one, and contains a well-equipped library. It was formerly part of the ballroom area and the verandah, and its construction was made possible by the removal of the exterior wall, the intervening space having been roofed over by means of a compound girder.

Other additions include additional lavatory accommodation and special facilities for cooking below the ballroom, as well as an additional electric switchboard to control the lighting of the ballroom wing.

Mr. Feltham is to be congratulated upon the very excellent and capable manner in which he has

GOVT. HOUSE

(Continued from Page 1.)

room has been lengthened by one bay's space, a column having had to be removed for this purpose. Also, the dais, above which hangs a large oil portrait of His Majesty King George IV., has been enlarged.

PREVENTING CRUSH

Another feature, which should prevent all possibility of a crush in the ballroom, is the widening of the room, which has been accomplished by removing the old verandah facing the Peak, and adding it to the interior. Portions of the walls have been newly paneled in teak. In taking in the verandah, the architect was faced with an extremely difficult task, for it was at once realised that the old red brick will would now no longer support the enormous weight of the upper floors. This necessitated the removal of the old wall, the erection of reinforced concrete columns, and the building up of the basement wall with brickwork and cement, in order to bear the loads running down the columns.

STEEL GIRDERS

The roof has been re-constructed with steel girders and reinforced concrete, covered with plaster decorated in conventional design. Later, large fans will be placed in the ceiling.

The "crush hall," from which one enters the ballroom, has been considerably enlarged. His Excellency's old office having been sacrificed for this purpose. In addition, a new door has been added, to facilitate the circulation of guests to and from the ballroom.

THE ANTE-ROOM

To the right of the crush hall a new semi-circular staircase has been built on steel foundations. The woodwork is of polished teak, as are the beautifully paneled walls, which are the workmanship of the Kowloon Dock Company. The staircase gives on to the ante room or mezzanine room, which is luxuriously appointed, with large, polished teak panels. It is understood that Lady Clement will herself superintend the arrangement of this room, which will be furnished with settees, alabaster bowls and suitable plants.

From the ante-room one emerges into a semi-circular stairway of Atlas white concrete leading to the roof. The stairway, designed by Mr. Feltham, is decorated with moulded scrolls, whilst in the wall behind, the Chinese character "福" (Fook), signifying "happiness" is to be affixed in relief, painted vermilion, on a diagonal concrete panel.

A GREAT TASK

The roof garden is in itself a great achievement, and has proved as great a task as any. The floor is constructed of two layers of bricks and a special preparation known as Malthoid, surfaced with large Canton tiles. This prevents all possibility of cracking or leaking.

The parapet, which is composed of conventional balusters, will support twelve imposing cast-bronze lamps, with spherical opaque globes. A canvas awning will be erected above the entrance to the roof for the convenience of the guests.

It may be mentioned that Atlas white concrete, which has been used for the balusters and the columns, has the advantage of remaining pure white without the constant attention, washing and painting, which ordinary concrete requires.

MARBLE FAUN

Everyone will be charmed on leaving the vestibule of Government House and glancing to the right at the foot of the stairs to notice a charming little conservatory which Mr. Feltham has contrived to build out of what was formerly a more waste space. This little nook has a patent glass roof, and the walls are tiled in dark green terracotta. The floor is of dark green veined and white Italian marble, from whose mouth water will fall into a basin of goldfish. The conservatory, as its name implies, will contain ferns and exotic flowers.

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Other additions include additional lavatory accommodation and special facilities for cooking below the ballroom, as well as an additional electric switchboard to control the lighting of the ballroom wing.

Mr. Feltham is to be congratulated upon the very excellent and capable manner in which he has

RELIGION AND EDUCATION

LECTURE BY PROFESSOR L. FORSTER

A NEW SITUATION

At the Helena May Institute, last evening, Professor L. Forster gave an interesting lecture on Religion and Education to a large audience to whom the lecturer was introduced by the very Rev. A. Swann, D.S.C., Dean of St. John's Cathedral.

The lecture was prefaced by Professor Forster with the statement that a new situation in education had been created by the Great War. At the present time we could not have a system of education dealing only with the national standpoint—we could not afford the luxury of hate.

Religious education had always been a factor in the English make-up. The English people were logically minded. It was for this reason that after a sojourn abroad they did not settle down in one of the modern garden settlements, Peaseville and the like, but went back to the simple English village, with its old world beauty that stood for England. So it was with education, and to-day we were looking back on our system to see where we had gone astray.

Tracing the effect of Christianity on education throughout the ages, the lecturer said that soon after the arrival in England of St. Augustine, a school was commenced. A school was founded in Canterbury, which later became Kingston which stands to this day. By the year 604 many other schools had sprung up and in the eighth century education was further advanced by the efforts of the Church. All of these schools were the outcome of religious effort.

Connection of Church

The history of the Church's connection with education was also traced right up to recent years, the speaker pointing out that up to 1870 education was almost entirely in the hands of religious institutions. In that year, the National Society, a religious body, formerly known as the Society of Christian Knowledge had 12,000 schools. The State until the year 1833 did nothing in the way of education. Their first effort was when, in that year, they voted a sum of money to subsidise the educational work going on in the country.

The lecturer spoke of the great work carried on by religious schools in the Colony, and said that it was a grave pity that they always seemed to suffer from lack of funds. Here in the Colony we had the finest golf course in the Far East, and he believed that soon we were to have the best racecourse stand outside of England. He sincerely hoped that we were not going to have poor schools side by side with these. There were three or four thousand children in the Colony, who would not receive the education they are receiving were it not for the efforts of local teachers.

Experiences in China

Professor Forster then spoke of his experiences in Chinese cities which he had visited to see the work of education over the border.

In one city up the river he had seen two fine buildings which were both used for scholastic purposes almost gutted. If only one building had been burned he would have understood it, and thought that the college had had bad luck, but the fate of both made it different. One, a school with a can of petrol could ruin the work of three or four thousand people. It may have been that an extremist Russian influence was responsible for this destruction.

Dealing with registration of foreign schools in China, Professor Forster said that it was a big matter to give the education of children over to people of other nations because the influence of that education followed them through life. It really was a great privilege. Amongst the provisions of registration was a Chinese headmaster, with Europeans permitted to serve on the staff as advisers, and the proviso that religious teaching must not be given in the schools. This was a very hard matter for the missionary teacher. It would be most undignified for a minister to teach religion in secret. He did not know what he could do.

The Californian police are investigating the wild tales of a colony of religious zealots following upon an amazing confession by a high priestess that for several years she kept the body of her sixteen-year-old daughter packed in ice in the hope that members of the order could bring her back to life.

Overcome the many great difficulties which the guests of His Excellency, when they attend the ball at Government House on December 22, should thoroughly appreciate.

HONG KONG SHARE MARKET.

To-day's Deals and Quotations.

Stock	Buyers	Sellers	Sales	Nom	Paid up Value	Highest & Lowest 1928-29	Dividend
Banks.							
Hong Kong Bank	1350				\$125	1,885-1,160	2 1/2 Int. 1929
(Lon. Reg.)							
Chartered Bank	10				\$5	21.15-18.05	7 1/2 Int. 1929
Merchants Bk., A.S.B.					\$12.10	8 1/2-80	8 1/2 Int. 1929
Ex. C.					\$5	104-103 1/2	8 1/2 Int. 1929
Bank of Asia	95				\$100	100-67	8 Int. 1928
Insurance.							
Canton Ins.	695				\$100	720-690	40 Int. 1928
Union Ins.	360				\$15	490-477	42 Int. 1928
North China Ins.	160				\$15	7160-120	207 Int. 1927
Tonghai Ins.					\$10	50-38	M. \$3.50 1928
China Underwriters					\$1	2.50-1.75	
China Fire Ins.	110				\$20	310-304	18 Int. 1928
H. K. Fire Ins.					\$15	825-662 1/2	43 Int. 1927
Shipping.							
Douglases					\$30	11-27	4 Int. 1924
H. K. Steamships					\$15	30-23 1/2	1 Int. 1928
Indo-China (Pref.)					\$5	\$52 1/2-50	12 1/2 Int. 1925
Shell Transport					\$7	100-10	
Union Waterways					\$1	118 1/2-85 1/2	5 1/2 Int. 1928
Mining.							
Benguet	140				Po. 10	\$1.80-1 1/2	0.25 Int. 1929
Kailan Mining Ad. S.					\$10	18 1/2-17 1/2	9 1/2 Int. 1929
Langkan (Com.)					\$10	18 1/2-17 1/2	
(Single)					\$1		70.50 1927
S'hai Exploration					\$1.30	4.10-1.30	
Loans					\$1	8.75-4 1/2	7.75 Int. 1926
Ranbu					\$1	\$12.00-9 1/2	2 1/2 Int. 1929
Trench Mines					\$1		4 1/2 Int. 1929
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves					\$50	148 1/2-120	8 Int. 1928
H. K. & W. Docks					\$50	48 1/2-32 1/2	4 Int. 1924
China Provident	300				\$5	6.00-3.00	1.20 Int. 1924
Hongkong					\$100	\$100-125	7 1/2 Int. 1929
N. Engineering					\$1	8.50-4.60	0.40 Int. 1928
Shanghai Docks					\$100	145-89 1/2	7 1/2 Int. 1929
Cotton Mills.							
Ewo Cottons	16 1/2				\$75	23.10-7	To 40 Int. 1929
S'hai Cottons (old)	79				\$750	104-45	42 Int. 1929
(new)					\$1	70-22 1/2	4 Int. 1929
Zoong Sings					\$10	13-5	6 1/2 Int. 1926
Land, Hotels & Buildings.							
H. K. & S. Hotels					\$10.60	\$10	11.10-7 1/2
H. K. Lands					\$25	68 1/2-69	1.20 Int. 1929
Shanghai Lands					\$10	105-124	7 1/2 Int. 1929
Humphreys					\$10	105-10	1 Int. 1929
H. K. Realities					\$10	9.25-7 1/2	0.80 Int. 1929
Chinese Estates					\$10		4 Int. 1928
Public Utilities.							
H. K. Tramways	19.15				\$5	27 1/2-18	0.50 Int. 1929
Peak Tram (old)					\$10	14-11.80	10 1/2 Int. 1929
Star Ferry (new)					\$5	9-6.05	10 1/2 Int. 1929
Star Ferry (old)					\$10	74 1/2-68	8.50 Int. 1929
H. K. Electric					\$5	37.00-0 1/2	2 1/2 Int. 1929
Macro					\$10	67 1/2-47 1/2	2.50 Int. 1928
Sandakan Lights					\$10		
H. K. Telephones	7.50				\$2.50	8.30-5.99	4 1/2 Int. 1929
China Bus	15 1/2				\$1	12-11 1/2	5 1/2 Int. 1928
Spore Tractions (Ord.)					\$1	1-106.5d.	
(Pref.)					\$1		
Industrials.							
China Sugars	60 c.				\$25	19.60-0.60	In liquidation
Malayan Sugars					\$10	30-17	1928
Cald. Mac. Ord.					\$10		
Cald. Pref.					\$10		
Canton Ice					\$10	41-12 1/2	
Cement (comb.)					\$10	14.00-7.70	0.90 Int. 1925
(old)					\$10	310-6 1/2	0.80 Int. 1925
(new)					\$10	3.25-0.80	0.10 Int. 1925
H. K. Ropes					\$10	9.00-0 1/2	1.25 Int. 1924
United Asbestos					\$10		
Stores, &c.							
Daily Fams	20 1/2				\$7 1/2	28 1/2-15 1/2	1.25 Int. 1928
Watsons	12				\$10	16-11	0.30 Int. 1928
Der A. Wings					\$10		
Lane Crawfords					\$10	4-1 1/2	0.30 Int. 1926
Mackintosh					\$10		2 Int. 1928
Sinifores					\$10	12-7 1/2	10 1/2 Int. 1928
Wm. Powells					\$10	64-1 1/2	0.25 Int. 1929
Miscellaneous.							
H. K. Amusements					\$10	312-22	2.50 Int. 1928
H. K. Constructions					\$10	1.80-1 1/2	1.50 Int. 1922
H. Ind. G. Bonds					\$10		
H. K. Govt. Loans					\$10		

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank, wire... 1/8 1/2

Bank, on demand... 1/8 9/16

Bank, 30 days' sight... 1/8 3/4

Bank, 4 months' sight... 1/8 3/4

Credits, 4 months' sight... 1/8 3/4

Documentary 4 months' sight... 1/8 3/4

On Paris—

On demand... 100 1/2

Credits, 4 months' sight... 118 1/2

On Berlin—

On demand... 114 1/2

On New York—

On demand... 41 1/2

Credits, 30 days' sight... 43 1/2

On Bombay—

Wire... 114 1/2

On Calcutta—

Wire... 114 1/2

On demand... 114 1/2

On Singapore—

On demand... 78 1/2

On Manila—

On demand... 88 1/2

On Shanghai—

On demand... 79

30 days' sight (private paper)

On Yokohama—

On demand... 84 1/2

Gold Leaf, 100 fine

(Per 100)

Sovereigns (Bank's buying rate)

Silver (per oz.)

Bar Silver in Hong Kong

Kong

Copper Cash

C

Sport Columns

INTERPORT LAWN TENNIS

NORTHERNERS' SCORE FIRST VICTORY

PLAY BELOW STANDARD

Shanghai won both matches down for play yesterday on the Hong Kong Cricket Club court in the interport lawn tennis competition with Hong Kong. Altogether, there are five engagements between the ladies of the two sides and a similar number between the men. The Northerners' victory yesterday comprised a ladies' singles and a men's doubles.

The "No. 3's" of the ladies' teams met first in a strong sun. Miss A. Firth (Shanghai) beat Mrs. Miles 6-2, 3-6, 6-2. Then the second men's pairs clashed. J. L. Wade, the visiting captain, was partnered by Paul Kong, who played for China, in Davis Cup matches in America. They defeated Major R. H. Lucas, R.A.M.C. and Dr. R. E. Tottenham 6-1, 6-8, 6-2, 6-1.

The standard of play, comparatively, was not of the highest. While the ladies appeared to be slightly affected by the issue at stake, the men on both sides were below their best form.

Ladies' Display
Mrs. Miles played valiantly and counter-attacked to advantage in the second set. She was weak on the backhand, however, and Miss Firth concentrated on that side. Mrs. Miles relied mainly on a strong forehand drive. Both ladies remained mostly at the baseline. It was noticeable that when Mrs. Miles occasionally advanced to the net she drove her returns hard and thereby gave her opponent the opportunity to lob and out-position her.

Many fine shots were played from both sides, deserving the generous applause meted out. In length and placing, Miss Firth showed a little superiority. But it was in courtcraft that she won.

In the fourth game of the opening set, Mrs. Miles passed Miss Firth more than once by brilliant shots, making the score two-all. After that Miss Firth won four games in succession to annex the set. Mrs. Miles recovered in the second set and was seen at her best, winning 3-6. Miss Firth, on the other hand, took the first three games in the last and deciding set (in which Mrs. Miles slackened pace somewhat) and won 6-2.

Doubles Match
Dr. Tottenham was much below form in the doubles match. It was one of those unaccountable things in tennis but not nervousness as he still showed himself to be a fine tactician.

In the first set, Wade and Kong lost only the fourth game. Then came the closest tussle of the day. Hong Kong led by two games to love but Shanghai levelled up. The games went with service. Major Lucas winning many points with his spin stroke, until 6-all, when the Hong Kong representatives broke through to take the set 6-8. They "fell off" again after that and Shanghai captured two sets 6-2, 6-1.

Wade was weak on the backhand. He was confident in his overhead shots but rarely attempted an outright smash. Kong was applauded in his agility and the recovery of some almost impossible "kills." His service was effective. By contest, Major Lucas stood out as a formidable doubles player. He hit hard often and drove well.

Entertaining Pairs
In lobbies, Shanghai gave little away, whereas Hong Kong conceded many openings. At volleying also, the visitors were superior. There was little difference (except for Tottenham going wrong in the opening set) in the ground work of both sides. Both pairs were entertaining, Shanghai more so when the fortunes of the game began to favour them. For a doubles game, the number of exciting rallies was small but play never became really uninter-

esting even when it was rather one-sided.

Although Hong Kong only captured three games in the last two sets, Lucas and Tottenham tenaciously contested every point and deuce was reached more than once in many games.

Governor to Attend
H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi have signified their intention of attending to-day.

At 2.15 p.m., the second strings in the ladies' doubles will meet, Mrs. Miles and Mrs. James will represent Hong Kong. The visiting pair will probably be Mrs. F. Stafford Smith and Miss T. Collaco. Not later than 3.15 p.m., the first string men's doubles will commence. S. A. Rumjahn and H. D. Rumjahn (title holders, Hong Kong) will meet Gordon Lum and R. Carnavaro (Shanghai).

To-morrow's Game
Play begins also at 2.15 p.m. to-morrow (the last day at the H.K.C.C.). A change has been made in the "No. 1" ladies' singles. Instead of Mrs. Stafford Smith, Miss H. Crawford will meet the local champion, Mrs. R. E. Tottenham. M. W. Lo (as holder of the singles championship, Hong Kong) will play Gordon Lum of Shanghai.

Miss Enid Lo (Hong Kong's No. 2) will meet Mrs. Stafford Smith at the K.C.C. on Sunday, therefore, and not Miss Crawford as previously announced.

LAWN BOWLS

The Finest Playing Turf in the World

Edinburgh, Sept. 25.
The New Zealanders' tour of 1928 was very comprehensive in its scope, as after visiting the Continent, and these islands of ours, they went home via Canada and the two Americas.

No doubt the players would be comparing notes as each country in turn was visited, and on arriving again at home would immediately put their countrymen au fait with what was happening on this side of the world.

Naturally they approved of some things and disapproved of others, such as our custom of allowing players to perambulate between mat and jack to see the lie of the land, and also our following up a bowl and thus obscuring its course from an opponent.

It has been contended by a visitor, this time an Englishman, that we can add some inches to our shots by following up closely or by jumping the jack and tramping down the ground in front of the bowl's passage, and it is really time that we conformed to a sort of universal law and allowed the bowl to finish in a natural way.

Surely we Scots do not want to take an unfair advantage, but we are at present blamed for doing so, and it behoves us to watch in future.

A Tribute to Titwood
James Lorimer, who played through the 1928 series of games, was much taken with Scottish greens, and especially Titwood, which he considered the finest playing turf in the world. He says with regard to our bowling that we do not drive to the same extent as New Zealanders, but on the other hand, we have a very useful follow-through shot which is almost unknown to them.

Since arriving home he has been practising the shot assiduously with good effect. Of cities, he preferred Edinburgh and Aberdeen, and the most outstanding event he can remember is the arrival of the haggis at the Civic reception accompanied by the skirl of the pipes.

He belongs to Christchurch green, which also harbours M. F. Barnett, who was with the previous touring team in 1921. Barnett was so taken with our Scottish style of play that he accompanied the international team to Cardiff and the Scots came out on top in 13 of the 16 rink games, with an absolute win on shots against all the other three countries.

INTERNATIONAL FOOTBALL

ENGLAND SOUNDLY WHACKS WALES

WELSH OUTPLAYED

London, Yesterday.
At Stamford Bridge, in ideal weather, before 30,000 spectators, England beat Wales in the International Association football match by 6 goals to nil. Johnson (Manchester City) who played inside left, and Cammell (Middlesbrough), who was at centre forward, scored for England within a quarter of an hour from the start. The Welsh defence was harassed until nearing the interval when the forward missed good chances.

At half time England led by two goals to nil.

Within eight minutes of the resumption Cammell headed a third goal for England. Johnson scored the fourth, Adecock (Leicester), who was on the right wing, netted the fifth and Cammell the sixth.

England simply ran over their opponents during the last ten minutes of the game.

Navy Cup Final

In the final tie of the Navy Cup H.M.S. "Excellent" defeated the Royal Marines by three goals to nil.—Reuter.

K.O.S.B. Teams Defeated in Both Divisions

The K.O.S.B. teams in the first and second divisions suffered defeat yesterday, the first string losing to the Somerset's by 2 goals to 1. The Navy accounted for the second eleven to the tune of 3-0.

Playing in the first division, the Borderers went off with alacrity and were most menacing, but the stalwart defence of the Somerset's prevented them from drawing blood. The Borderers were, however, not to be denied. They drew first blood just before the whistle sounded for the lemon.

After crossing over, the Somerset's asserted themselves and some sterling football was seen. The game was all in favour of the Somerset's in this half and left the field the winner by 2 goals to 1.

Navy v. K.O.S.B.

These two teams met in the second division, and from the kick-off, the Navy dominated the ball. The K.O.S.B. were outclassed and lost the game by 3 goals to nil.

Interport Practice Game

The first Interport Practice game will be played on the Hong Kong F.C. ground on Wednesday, December 4, kick-off at 4.30 p.m. The following players have been selected:

G. Rodger; Wynne and Reeves; Hedley, West and Bliss; B. Gosano, A. V. Gosano, Goldman, Bewley-Bull and Butcher.

The following are the reserves—C. Pile, Dowman, Gill, Miles and Brown.

The Chinese have been asked to field a team against the above.

RUGBY FOOTBALL

Club's Encounter With H.M.S. "Berwick"

Each side scored once only yesterday when an improved XV from H.M.S. "Berwick" met the Hong Kong Football Club (Rugby section) on the Club ground at Happy Valley. The civilians had a try and thereby equalised the penalty goal scored by the cruiser.

Teams:
Club:—Grieve; Holmes, Ross, Plummer, Lammert; Massey, Mills; Miln-Day, Sutcliffe, Moodie, Riddell, Burch, Clippendale, Kendrew, Gammell.

"Berwick":—Allen; Batten, Woodridge, Phillips, Mudge; Owen, Lines; Gibbons, Green, Burroughes, Davidson, Phillips, Harrison, Turner, Moore.

After a blank first half, Plummer went to scrum half in the Club side, changing over with Mills. A free kick for offside gave Allen the opportunity to score for "Berwick." Ross equalised with a try but Holmes failed to add the points from the place kick. Both sides missed a number of chances of scoring.

NINTH EXTRA RACE PROGRAMME

AN INNOVATION BY EWO HONG

THE NEW COMERS

The programme for the Ninth Extra Race Meeting to be held on November 30 is given below, from which it will be seen the innovation introduced by Messrs. Jardine, Matheson & Co., Ltd.—the "Ewo" Handicap (one mile) for China ponies to be entered and ridden by members of the staff of Jardine, Matheson & Co. and the Jardine

FOOTBALLER'S DISTINCTION

News has been received that a former local footballer is meeting with distinction at Home.

This is G. J. Edwards, who did well in the League here as a youngster playing among seniors. He shone then as a goalkeeper.

A few weeks ago he played—also in goal—in the Irishman's match at Cambridge University. So favourable was the impression he created that there was immediate talk of his getting trials for the Varsity side.

Engineering Corporation. This will not count as an official race.

The following is the programme:
The "Ewo" Handicap: One Mile.—A Handicap for China Ponies. Classic Winners barred. To be entered and ridden by members of the Staff of Jardine, Matheson and Company, Limited and the Jardine Engineering Corporation. Ponies to be the property of any Owner or Owners. Jockeys to be nominated with entries. A Cup will be presented to the winning Jockey. No Entrance Fee. No Stakes.
Glasgow Handicap: "A" Class: Six Furlongs.—For China Ponies. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.
Glasgow Handicap: "C" Class: Six Furlongs.—For China Ponies. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.
Lanark Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

St. Andrew's Stakes: One and a Half Miles.—\$500 with a Cup presented. For China Ponies. Weight for inches as per scale. Winners of one race, 5 lbs. penalty; of two races, 7 lbs. penalty; of three or more races 10 lbs. penalty. Subscription Grifflins of this Club of this season allowed 5 lbs. 2nd Prize: \$300. 3rd Prize: \$150.
Gallowgate Plate: One Mile.—A Handicap for China Ponies that have started in at least four Extra Meetings in Hong Kong this year and have not won more than \$2,000 in stakes since January 1, 1929; to be ridden by Jockeys who have not won five flat races anywhere at any time. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.
Glasgow Handicap: "B" Class: Six Furlongs.—For China Ponies. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.
Lanark Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.
Subscription Grifflins

All the 88 Subscription Grifflins, or new-comers to the local turf, have been named as under:—

Name	Owner
White Stars	Hau Un.
Bay Astoria	L. Dunbar.
Friar	Hinton & Yam Man.
Musketer	Wefere.
Thuringian	Wong Ping-shun.
Arabian Sea	Y. T. Fung.
Happy Day	Chow & Chau.
General Motor	K. C. Lau.
Loch Ceran	Dyer & Beith.
Devil's Dyke	D. U. N. Downs.
Peter Gurney	Widdicombe.
Bing Boy II	Teater & Abraham.
Lonesome Night	Liang Sal-yen.
Choctaw	Mrs. E. L. Dunbar.
Shanghai Beau	Chan Wai-yan.
Silver Dragon	Refcock & Runjahn.
Loch Fyne	Dyer & Beith.
Bay Newport	L. Dunbar.
Jado	C. M. Leliaz.
Gray Torador	Splata.
Besse Akka	N. R. Bjuke.
Arrow	Pearl.
Billiards	U. Sze Wing.
The Widgeon	W. E. L. Shenton.
Kalgan Stag	Chan Tin-sun.
The Chandos	Wayfong.
Ugly Eyes	S. To Wong.
Iron Blood	Parkson Chan.
Huachafu	J. C. Mognaschi.
Thracian	Wong Ping-shun.
The Dodo	Ramat.
The Ringer	Tang Shui-kin.
Four Horse Men	I. L. Kwok.
Grayback	B. D. F. Beith.
Wonderful	Cheng & Ng.
Teuchit	E. L. Hoste.
Sixty	W. T. Stanton.
Chinook	Mrs. E. L. Dunbar.
Sonny Boy	H. S. Chan.
Henceforth	H. Seth.
Tonbridge	Mrs. Pearce.
Blue Skies	Lo & Liang.
The Teal	W. E. L. Shenton.
Strathroy	J. F. Macgregor.
Mountain Ash	Topside.

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King Thistle	Dynasty.
Ah Sun	Chan & Tse.
Grenadier	Wefere.
Magic Caduceus	Chan & Mok.
Chess Hall	Ho Kom-tong.
Double Ten	K. P. Yu.
Eastbourne	Mrs. Pearce.
Done Again	B. D. F. Beith.
Round Pearl	Ho Sai-man.
First Key	Padlock.
Baby Face	H. K. Uong.
Sunrise Eve	Eve.
Blotie	Mickels.
Tango	Sturt & Lobel.
Pomegranate	Hynes & Mackie.
Bridge Hall	Ho Kom-tong.
Surprise Eve	Eve.
Oziris	K. H. Kay.
Bay Rhum	Mrs. K. E. Beith.
Poa Shop	J. J. Baste.
Pinnacle	Hynes & Mackie.
What's Yours	Gleish.
Gay Picador	Harbot.
Dunce	John.
Tombola	Mrs. Southern.
King Cobra	Dynasty.
Ze-Zo	Bilbeas.
Duke of Uрга	Lau & Lee.
Blue Gown	Lo & Liang.
Pagoda	Mrs. H. S. Chan.
Catalan	J. C. Mognaschi.
Martini Cocktail	Wong Kam.
Snaefell	Bellamy & Gordon.
Second Key	Padlock.
Mountain Oak	Topside.
Duke of Chita	Lau & Lee.
Third Key	Padlock.
Hong Kong Beau	Chan Wai-yan.
Calrgorm	Mrs. R. M. Dyer.
Tightrope	Mickels.
Siamese Shop	Remedios.
Blutix	Ellandes.

CRICKET

The following will represent the H.K.C.C. v. I.R.C. on Saturday (friendly):—

1st XI (Home)—H.R.B. Hancock (Captain), J. Barrow, A. C. I. Bowker, J. R. Hinton, H. Owen Hughes, O. Moor, T. E. Pearce, H. V. Parker, A. Reid, F. Sillitoe, R. C. Strachey.
2nd XI (Away)—W. W. MacKenzie (Captain), J. A. Ashworth, C. E. Gahagan, J. A. Summers, J. R. Way, W. H. Walker, J. R. Collis, F. E. Skinner, H. R. Remington, R. K. Hepburn, G. D. Mead.

PLANTER WOUNDED

Another Outrage In Sumatra

Weltevreden, Nov. 12.
A mandor on Boekit Melintang Estate attacked a planter named Teunisse with a knife, inflicting a rather serious wound in the back, five inches deep.

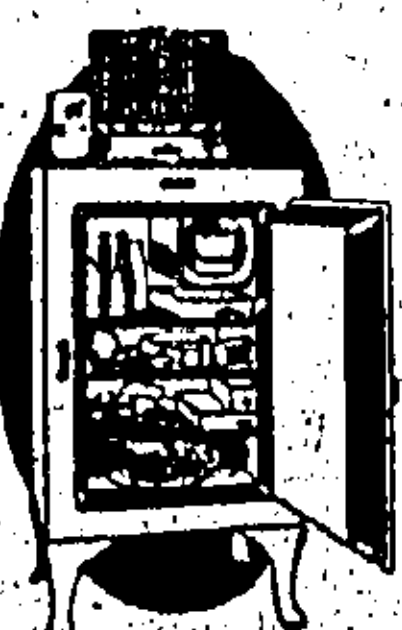
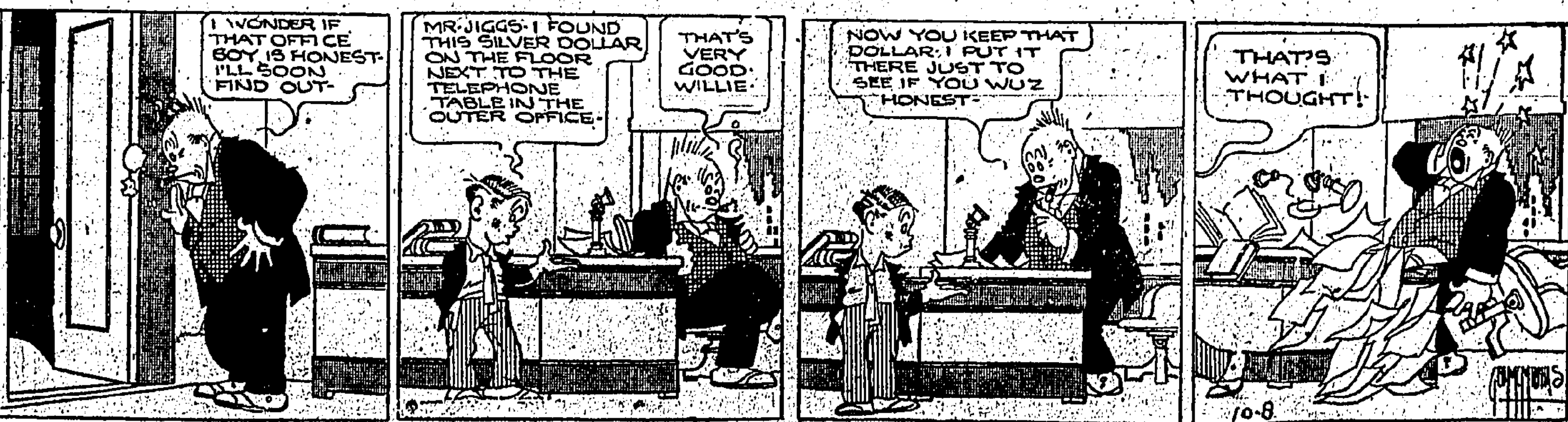
The attacker, for a long time, has been suffering from mental derangement.

Nine mandors and 27 coolies on Kanopaneloe Estate have been sent back to Java as undesirables.—Straits Times.



Dr. Ludwig Hayman, German heavyweight champion, is seen here as he gets in condition for his coming fight with "Tuffy" Griffiths. This will be the German doctor's "big shot" in the United States and will determine whether or not he is a real heavyweight contender. Inset shows "Tuffy" Griffiths, considered by many as a real American "white hope."

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World News In Pictures

Turkish "Beauty"



Here is Miss Feriha Tewfik, who was awarded first prize in the Turkish National Beauty Contest held in Angora, Turkey, recently. This photograph if taken ten years ago would probably have been sufficient cause to have the subject severely punished. To-day Turkey is decidedly modernistic in its views.

Seriously Ill



Mrs. William Jennings Bryan, widow of the "Great Commoner" is seriously ill.

Bishop Murray Dead



The Rt. Rev. John Gardner Murray, D.D., L.L.D., of Baltimore, Bishop of Maryland and executive head of the house of bishops of the Protestant Episcopal Church in the United States, who dropped dead at Atlantic City, N.J., while ruling on a point of order at the session of bishops in St. James Church. This is a recent picture of the bishop.

Celebrating November



A representative number of Italian ex-Service men held a dinner party at the Royal Hotel in celebration of November 4, when the above picture was taken.—(Ah Fong).

Unknown Soldier



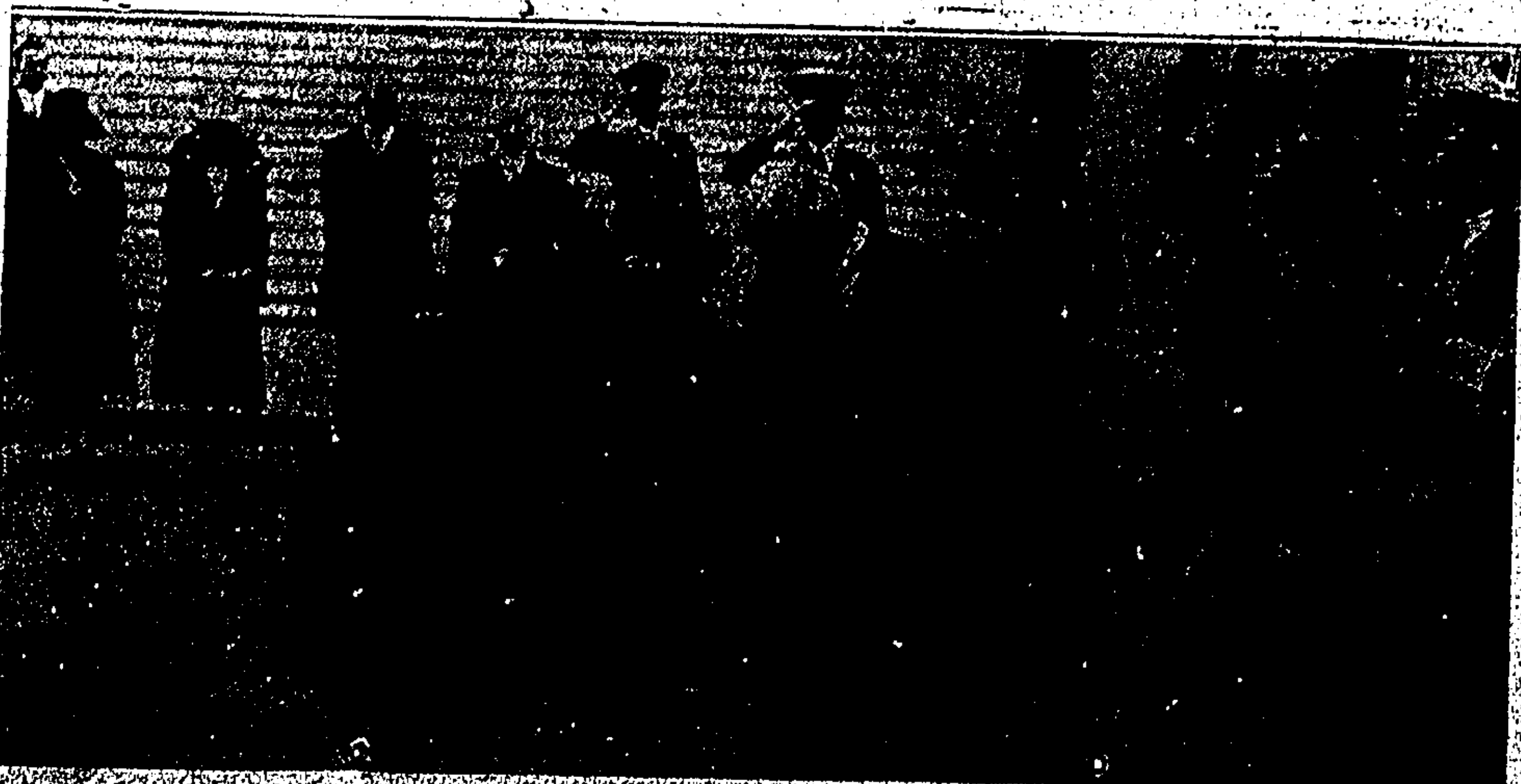
Lieutenant Chester Mrozowski, secretary of the Polish Veteran's Association, surrounded by his colour bearers, placing a wreath on the tomb of the Unknown Soldier at Arlington, Va.

Funeral Of Strikers Killed At Marion



Funeral of the four Marion, N.C., strikers who were killed during the recent disorders in that city when the Sheriff and his deputies are alleged to have fired into a crowd of union workers.

Tribute To Unknown Soldier



Arlington Cemetery was the scene of an impressive sight as Premier MacDonald, a man of peace, placed a wreath on the tomb of the unknown soldier, a man of war.

Australian Saves Boy



Mrs. Keith Miller, Australian aviatrix competing in the U.S. National Air Tour, by a spectacular ground loop saved the life of a small boy who had wandered on the landing field at Baltimore just as she had swept down on the field for her landing in the second leg of the contest. She was badly shaken up and a wheel on her plane damaged.

Dies In Prison



James Rae Clarke, former head of the New York banking house of Clarke Brothers, who died in his cell at the Federal Prison in Atlanta. Mr. Clarke who was 52 years old, was sentenced in August to serve a term of eight years for violation of the banking laws. The collapse of his banking house is said to have involved the loss of about \$5,000,000. Heart disease was given as the cause of Clarke's death. This is the third death in the wake of the financial catastrophe. In the early part of the trial the first wife of Hudson Clarke, jun., died. Shortly after sentence was pronounced on his three sons, Hudson Clarke, sen., died.

Robs Bank Then Dies



The late Rev. Rex Frolkey, of Le Mars, Iowa, who robbed the Sioux Centre, Iowa, bank, and then when arrest was near shot himself to prevent capture. He had long been a respected citizen of the community where he lived, and no reason for his sudden fall from grace can be advanced by those who knew him.

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Market
Gives the Ticker



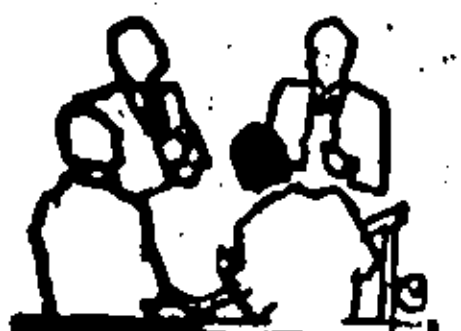
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Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



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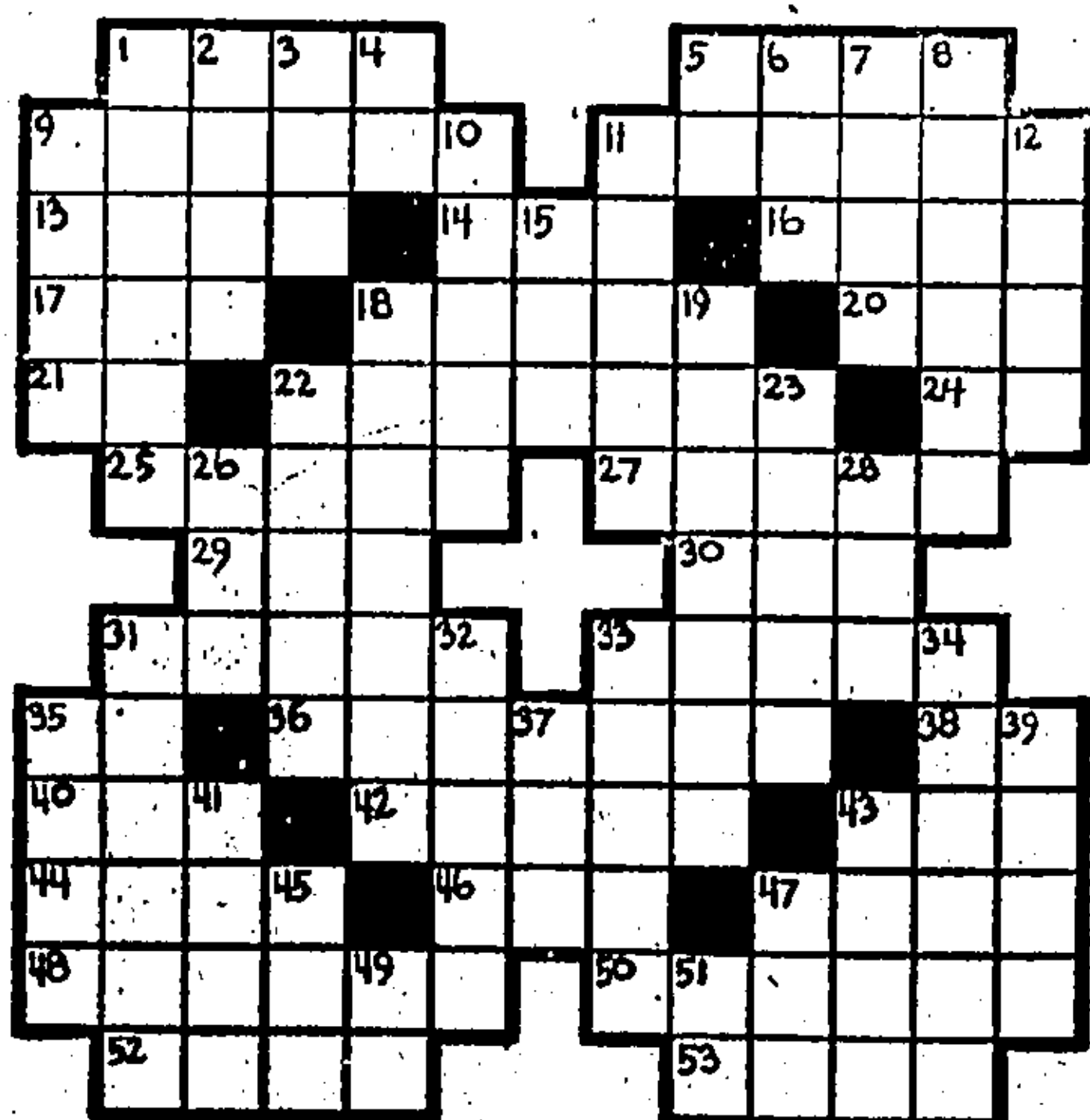
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and alto.)



- HORIZONTAL**
- 1-A room-mate
 - 2-Celebrated
 - 3-Personal
 - 4-A state in N. W.
 - 5-Mexico
 - 6-Infinite
 - 7-Rodent
 - 8-Ensemble
 - 9-Infantry
 - 10-Walkingsticks
 - 11-A letter of P.
 - 12-Member of Parliament (abbr.)
 - 13-An Athenian architect, designer of Parthenon
 - 14-Electrical Engineer (abbr.)
 - 15-To desire something anxiously
 - 16-Sublimation process
 - 17-Me (best)
 - 18-Infected
 - 19-To intend (best)
 - 20-Excessively
 - 21-Famous race course in England
- HORIZONTAL (Cont.)**
- 22-Indefinite article
 - 23-Do
 - 24-Desired
 - 25-Suffer
 - 26-An entry in an account
 - 27-Feminine name (abbr.)
 - 28-Place of window glass filling a sash
 - 29-Characterized by criminal intent, as speech
 - 30-Turned
 - 31-Vehicle of runners
- VERTICAL**
- 10-To become empty
 - 11-A stone beer mug
 - 12-The altar end of a church
 - 13-Conjunction
 - 14-Inordinate
 - 15-Civilized
 - 16-Italian city
 - 17-Condition
 - 18-Part of head
 - 19-A snake-like fish
 - 20-To make repairs upon (colloq.)
 - 21-Nogus
 - 22-Build
 - 23-Gained
 - 24-Assured
 - 25-Prefer
 - 26-Require
 - 27-A theme
 - 28-Suffer
 - 29-A pithy saying
 - 30-Cumbersome
 - 31-A point of compass (abbr.)
 - 32-Suffer
 - 33-Suffer
 - 34-Suffer
 - 35-Suffer
 - 36-Suffer
 - 37-Suffer
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 - 52-Suffer
 - 53-Suffer

THE GREAT PYRAMID

(Continued from Page 3.)

The Pyramid's prophecy also indicates that the Displacement of the United States of America from the British Commonwealth of Nations was a Divinely ordained separation. The ultimate consummation of God's purpose in this relation is represented as being attained when the whole British race, divested of things of material worth—as Britain was divested of its reserves of wealth in the course of the War and the post-war settlements—is initiated, in its humility, into the Divine mystery of Spiritual Power.

Now, the special theme of the present series of articles has been the rhythmic recurrence of dates and numbers as "signs" of prophetic significance. In the category of things material the numeral 6 has been the numeral indicative of material work accomplished, as in the six working days of the week. The subject under discussion relates to the Divine purpose of the "Displacement" of the United States of America from the British Empire, the numerical symbol of which "Displacement" is the Pyramid's Displacement Factor, 286.1022. The effect of this "Displacement" has developed within current times and the Pyramid's time unit for the scale of current events is the prophetic month unit of 30 days. Co-relation of the three numerals gives an interval of 6 periods of 286.1022 months of 30 days. This is only 1/3 of a day short of 141 solar years, which is the interval between 1776 A.D., the year of America's Independence, and 1917 A.D., the year in which America entered the Great War on the same side as the British Commonwealth of Nations.

The "Spiritual Sacrifice"

Now I have shown in my series of articles in "The Morning Post" May, 1928 that the designed platform for the Apex Pyramid was 8 times the Displacement Factor in circuit, and that the built platform was 7 times the Displacement Factor in circuit. The American time interval of 6 times the Displacement Factor therefore signifies that a stage of reconstructive material work has been definitely completed in preparation for the raising of the Apex Pyramid. This indicates that we are now definitely in the seventh stage, which is the stage in which the imperfect casing is to be demolished prior to the perfect casing being added in the eighth stage.

Again, the geometry of the Apex Pyramid is based on the year-circle of 3652.42 circumference. The area of this circle is the 1/4 aurora, the aurora being the ancient Egyptian unit of land surface measure. Symbolically, therefore, the 1/4 aurora signifies the unit of measure for the products of the solar year. This allegorical theme of "fruitfulness" and its "assessment" is a theme in Scriptural and Pyramid prophecy, that parallels the theme of "building." We find, therefore, that the diameter of the Antechamber year-circle, is 1/10th the diameter of the 1/4 aurora circle, and that the developed rectangle from the centre of the Antechamber to the South Wall of the King's Chamber is 1/10th the dimensions of the aurora rectangle. The geometrical symbolism of the measure of "fruitfulness" therefore ends with the King's Chamber, which appropriately is "The Judgment Hall of Assessment" and "The Chamber of Resurrection" wherein lies the symbol of "The Open Tomb." It is not therefore surprising to find that the internal capacity of The Coffin or "Open Tomb" is 1/4 of 286.1022 Pyramid cubic inches; this signifying that 1000 times the Displacement Factor is the Divine Standard of Measure for "assessing" the value of the symbolic "fruits" of the aurora. The Standard Displacement Capacity of the "Open Tomb" is therefore the measure of "the first fruits" of the year-circle, which is symbolic of the function of Jesus Christ, "the first fruits of the grave." This standard measure of Divine Assessment is defined as the perfect measure that the "builders" must adopt as the standard measure for their work.

Space forbids a fuller metrological discussion of the coffin capacity measure. This, however, can be definitely proved to be a Divinely revealed standard both from Sir Flinders Petrie's data relating to Hebrew measures of capacity, and from the same high authority's accurate measurements

of the coffin's interior. The measurements adopted are the mean internal measures of the top of the coffin where the masons began cutting out the hard material of the trough, and the mean internal depth.

The Perfect Peace

Vital decisions and agreements are now being made in international affairs, political, economic, financial, and industrial, the consequences of which cannot yet be foreseen. During the past eleven years we have seen the failure of agreement after agreement. For in a post-war world in which political considerations are given precedence over economic and industrial considerations failure is bound to result. World reconstruction would be difficult enough without political "bargaining" is conducted in the interests of big financial, industrial, or commercial concerns, rather than in the interests of humanity as a whole, tyranny and chaos must be the consequence.

Within the past few months a succession of political crises has served to hide rather than to disclose the appalling chaos that is rapidly developing in the hitherto stable organisation of civilisation. Even the events of the Great War failed to disturb this stability as it has been disturbed during the past year. "Has there ever been another Government," asked the Prime Minister at Geneva on September 2, "which has had such

difficult problems to face after three months of office?" From The Hague to Geneva, and from Geneva to Washington, statesmen hurry to pave the way for permanent peace and international stability, falling in their sincere and strenuous efforts to observe that they seek to lay a rigid highway on the shifting sands of an abnormally restless humanity. It is the Peace of Jesus Christ that humanity needs, and not peace by international "bargaining." For, as I stated in "Pyramid Prophecy and Current Events" (July, 1925), "we are living in the days in which no constitution will survive except by having Jesus Christ as the acknowledged Head and Counsellor in State deliberations and decisions." This statement was made on the Authority of the Pyramid's Divine Revelation, which portrays that Tribulation will continue until 16th September, 1936, unless the British race, in the British Empire and the United States of America, heeds the warning before the date and prays collectively to God, in sincerity of spirit, to deliver them from bondage.

In my "Morning Post" article (Sept., 1928) I stated: "There are several phases of attrition in the Tribulation period, and no phase is necessarily continuous, although the Tribulation is itself continuous. Economic instability and industrial decline mark the initial stage of attrition. Our Lord defines all the phases and states: 'When these things begin to come to pass—lift up your heads; For your redemption draweth nigh' (Luke xxi., 25-28.)"

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Latest developments in the provinces of Kwangtung and Kwangsi, adjacent to Hong Kong, are recorded in the latest issue of the "Overland China Mail" and also explained for the benefit of non-Chinese. With war looming in the horizon, trade may be adversely affected. Those at Home want to know why and what is going on. The easiest way is to send them the "Overland," with the complete accounts, or cut out what you require.

All the week's social and sporting events are described in the "Overland" as usual. The current number is brimful of news and reading matter.

With the preceding issue, the present makes a complete record of the triangular interport cricket tournament, in which Hong Kong was successful.

The latest prosecution under the new law relating to children will also provide food for thought in the Old Country, where Hong Kong and the mui tai problem have been prominent. Proceedings are reported in the "Overland."

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

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The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired!

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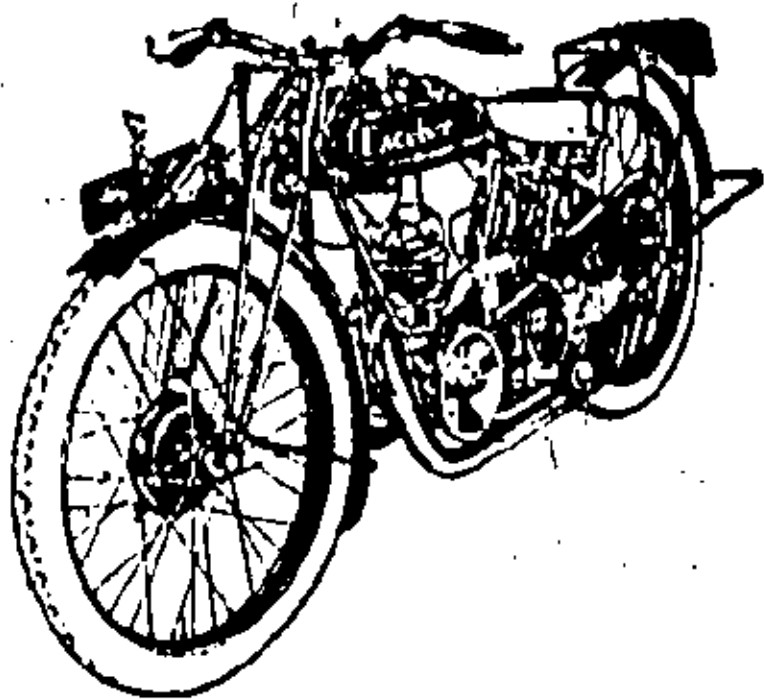
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THE MOTORISTS' PAGE

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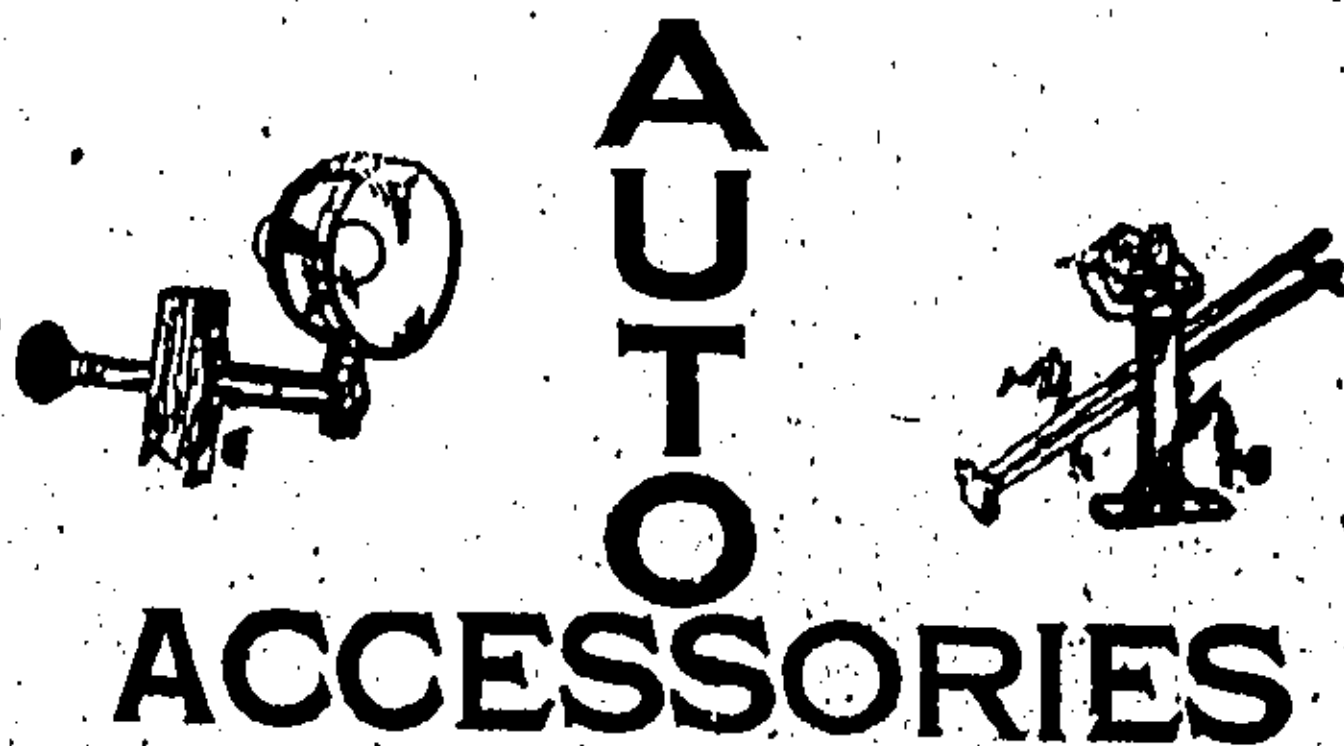
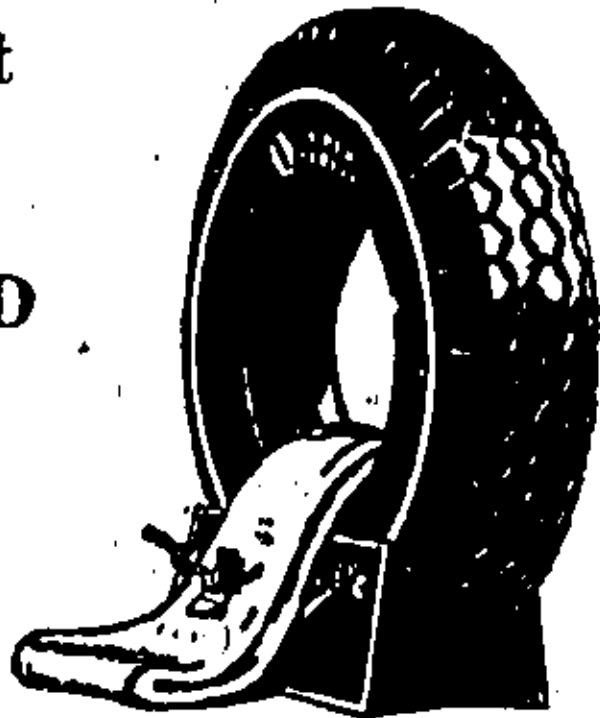
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MOTOR SHOW

Comfort, Speed And
Beauty

SOME EXHIBITS DESCRIBED

[By A. G. Throssell, "Daily Telegraph"
Motoring Correspondent.]

London, October 17. Olympia opens its doors this morning for the twenty-third annual British motor show, an event which motorists of many countries as well as our own have been eagerly anticipating for weeks past.

By now firmly established as the largest and most complete display of the world's best cars, more than a quarter of a million people have paid to see it each year since 1926, and between to-day and Saturday week, when it closes, a bigger attendance than ever before is expected.

This year, however, the number of exhibitors is slightly smaller, there is a little more room for each exhibit, and the stands will be much less crowded with salesmen and dealers than last year, so that seeing what you want to see will be considerably easier.

As you enter the main doors in Addison Road you are confronted by two famous "babies" on either side of the central avenue, while the third is not far away to the right. The main hall is, as usual, chiefly occupied by the best of the Britons, at the far end are the coachbuilders, and on the left in the new hall the Americans' and Continentals.

Colour Schemes

Allowing for "show polish," and in some cases show colours, the general impression one gets is that this is a strictly utilitarian show. There are more engine units and stripped chassis—for instance, on the Rolls-Royce, Daimler, Morris, and Austin stands—and there are scarcely any freaks and "stunt" cars.

Some of the colour schemes are what is known as "striking," but there are very few vehicles which the average owner would blush to be seen driving.

Even the sports cars are at pains to indicate that they can, if required, behave quietly and soberly in traffic as well as eat up the miles on the open road, which dual role is, of course, what the modern sports car is expected to play.

Among this host of examples of what the world's designers can do it is invidious to attempt to pick out the most interesting exhibits, but I would suggest that everybody really interested in cars, whatever the length of their purses, should see the new Morris and Rover light sixes, the new Rolls-Royce and Daimlers, the Lancia "Diamanda" and the Duesenberg.

The last-named is shown as a chassis, with an American "convertible sedan" body, and with a Barker saloon body. Rather curiously, the sedan costs £70 more than the British saloon—£3,450, against £3,380—although as a solution of the all-weather problem it seems no advance on what we tried here years ago.

An Advance Design

Perhaps the most startling car is a saloon body by Hill and Boll, of Yeovil, on a Hillman eight. The front suggests the conning-tower of a submarine, with a very sharply sloped V windscreen. The effect in the driving seat is that the front door pillars are eliminated—at least, they cut across the vision so little as to be practically nonexistent. A further feature is a sliding roof of glass. This design is perhaps a year ahead of its time, but as proof that body builders are trying to get away from the conventional it is welcome.

Another attempt, though less extreme, is a coachbuilt Windover saloon in grey and mouse colour on the Daimler stand. The back extends in a flat slope right down over the petrol tank, nearly hiding it. In order to carry a boot without the bustle effect of the usual carrying luggage trunk.

Two other interesting bodies incorporating new ideas are on the Martin and Walter stand. One is a Daimler drop-head coupe on the new 25 h.p. chassis, and the other a close-coupled two-door saloon on a 6-litre Bentley. In both cars the driver's window is split vertically, and will either slide or drop, and neat little arm-rests are mounted on the doors for the benefit of the driver and his front passenger.

I have had an arm-rest made for my own convenience, but have never previously met a body-

MOTOR CYCLING

Cyclometer Or
Speedometer?

Anyone who takes an interest in the running costs of his motor-cycle wants to know the mileage covered in a given period of time. Only in this way can a check be kept on fuel and oil consumption and the life of the tyres. The most usual type of mileage recorder is the speedometer. This is a useful fitting, for it also gives the speed. But speedometers are expensive. There is a way, however, in which the rider can record the distance travelled. This is by using an ordinary cyclometer. These are very cheap, costing only about 2s. When fixing, it may be necessary to fit a thicker felt washer in the drive to prevent it being spun round too far owing to the higher velocity of the striker. It is also advisable to fit a rather stronger striker, but these are inexpensive details. The most important thing is that a cyclometer for the wheel size is bought. Cyclometers can be obtained for 26-in. and 28-in. wheels. If the motor-cycle wheel be 25-in. or 27-in. in diameter a slight correction must be made in the reading. If the motor-cycle wheel be 27-in. for instance, and a 26-in. wheel cyclometer be fitted, every 104 miles should be reckoned as 108 miles and proportionately.

Horse-Power Formulae

The R.A.C. rating does not give the correct horse-power of a motor-cycle engine. If the measurements be in inches the R.A.C. horse-power is obtained by squaring the bore, multiplying by the number of cylinders and dividing by 2.5. If in millimetres, by squaring the bore, multiplying by the number of cylinders and dividing by 1.613. There are, however, other formulae which are more exact than this. The hospitalier, the Denny Marshall and Rude formulae take into consideration the stroke in addition to the bore. In the case of the Hospitalier method, the radius of the cylinder in centimetres is squared, multiplied by the stroke in centimetres, by the number of revolutions per minute and the answer is divided by 75,000. The Denny Marshall formula is rather different. In this case the diameter of the cylinder in centimetres is squared, and by the revolutions per minute, and the answer is divided by 200,000. In the Rude formula the diameter of the cylinder in centimetres is squared and multiplied by the stroke in centimetres, by the number of cylinders and by the factor 0.006. It is quite an interesting job to work out the horse-power of your mount by all four formulae.

NEW NASH

Introduction of Latest
Models Soon

Introduction of new models representing the latest designs in the "400" Series is scheduled for the near future. It is intimated that the new models will make a definite contribution to car design and operating enjoyment. The new designs are expected to establish a new record for public interest.

"It has always been our ambition to build each new series of Nash cars so well that any one attempting to make comparison would find them to be finer, more desirable and a significant addition to the world's transportation equipment," Nash said, in disclosing the announcement. "A year ago we announced the Nash '400,' with greatly advanced engineering features, which we considered an important addition to the motor world."

"Its record in the months that followed was a record of success that far surpassed our most enthusiastic estimate. Sales exceeded by tens of thousands the sales of any similar period of Nash history. Now we are prepared to announce a new series of cars, which, in our opinion, are most worthy to carry forward the Nash name and its traditions. In these new cars every feature, and there are many new features, will add something definitely finer to the use and enjoyment of motor cars."

builder wise enough to add it of his own accord. Both cars, moreover, are extremely shapely.

One or two saloons have wireless sets neatly let in under the rear elbow rest—a dark green Mulliner Bentley is an example. I noticed also a Talbot with lizard-skin upholstery. But, generally speaking, the aim all round is at comfort and utility rather than at display. In appearance the car on the doors of 1930 has gained most decidedly.

The British saloon body has now freed itself of both American and Continental influence, and adopted more previously met a body-

MENACE GONE

Safety Glass Important
Stutz Feature

Broken glass is one of the greatest menaces of modern motoring, declared Colonel E. S. Gorrell, president of the Stutz Motor Car Company of America, in addressing a safety meeting. He cited the large number of accidents daily throughout America in which the newspapers reported the major injuries to be glass cuts and not broken bones or bruises.

Col. Gorrell further dwelt upon the fact that a large percentage of accidents insignificant insofar as damage to the car was concerned became serious and often fatal when the glass splintered into stiletto-like pieces. In this connection, he noted the injuries sustained by William Fox, motion picture magnate, when his costly car collided recently with another automobile in New York.

"Mr. Fox had been advised by his friends to have non-breakable glass installed," we are informed by the Press," said the Stutz executive, "but he waited too long in taking this important safety step. The delay might easily have meant his death."

"Shattered glass from an expensive car of exclusive manufacture can sever a jugular vein or destroy a woman's beauty with a ghastly scar as easily as the broken glass of a humble driver. Where brakes and such safety features were formerly considered, to-day the careful purchaser inquires first of all if the car is completely equipped with 'safety' glass. Otherwise, the most magnificent plate glass 'cage' may become a charnal house at the slightest collision."

CAR WEIGHT

There has been a great shifting in weight in the construction of passenger car chassis during the past twelve years; some parts now weigh half as much again as they did in the models of 1917, while others weigh little more than half as much as they did then. The changes in weight distribution noted have been brought about by alterations in chassis design. For instance, the adoption of four wheel brakes has added greatly to the weight of the front axle assembly which includes the front wheel brakes, and the adoption of closed bodies has made it necessary to use frames of increased rigidity and consequently of much greater weight. It is interesting to compare the proportional weights of some parts of 1929 cars with those of 1917. The weights of frames have increased more than 40 per cent. In 1917, the frame constituted only 9.12 per cent. of the chassis weight and in 1929 it is 13 per cent. All the springs of the chassis together in 1917 constituted 9.12 per cent. of the chassis weight, in other words the springs weighed exactly as much as the frame. In 1929 the front springs represent 2.40 per cent. of the chassis weight and the rear springs 4.20 per cent.—a total of 6.60 per cent. so that the weight of springs has been decreased by 27.6 per cent. The proportional weight of the front axle has increased from 3.04 to 5 per cent. This increase of more than 60 per cent. is largely accounted for by the use of four wheel brakes on all modern passenger cars. Rear axles now weigh exactly twice as much as front axles, on the average, their weight having come down somewhat since 1917 (12.1 per cent.).

EMERGENCY AID

The British Automobile Association has been able to render somewhat unusual services to touring members recently. Following road accidents the night emergency service has, after receiving particulars telegraphed reassuring news to relatives, thereby minimising worry and anxiety. In one case a member touring in Wales was found within two hours, and asked to return home immediately.

A road much used by tourists was blocked by a large lorry following the collapse of a wheel. The accident occurred after dark, but A.A. patrols took charge of the situation until early morning. Warning signs and lamps were placed in suitable positions, and traffic diverted to another road, until the broken down vehicle was removed. Again, a member, about to start for a tour, discovered that his route provided by the A.A. had been inadvertently packed and sent away with his luggage. The loss was discovered at 7.30 p.m., but within an hour a duplicate route was delivered to the member.

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OLYMPIA EXHIBITS British And Foreign Cars

Of the many British firms exhibiting at the Motor Show at Olympia none command greater attention than the manufacturers of the Invicta, the car which twice in four years has won the Dewar Trophy for the most meritorious automobile performance of the year. The feat for which the award was made is testimony alike to the high engine performance and sound construction of the Invicta. To run continuously for forty-five days of twelve hours each at a speed sufficient to give a total mileage of 30,000 miles in 30,000 minutes is a performance of which the makers are justly proud. Invicta cars in all essentials similar to the one on which the Misses Cordery made their sustained effort will be included amongst the firm's models at Olympia.

Renault Changes.

Among the French producers the name of Renault stands out as one of the most prolific. The new models in this range have a greatly improved appearance as a result of the change which has been made in bonnet and radiator design. Hitherto Renault designers have favoured a radiator placed well back on the chassis and screened from view beneath the bonnet. The straight-eight-engined chassis, brought out last year, was the first departure from Renault orthodoxy. For the coming season's production the innovation has been extended to other models, which will have the radiator in front but so cleverly screened by the bonnet as to be almost completely disguised.

Another new Renault feature is the bringing together at the top of the steering column controls for operating the throttle, ignition, lights, and horn. There is a wide range of prices from \$199 for the 9 h.p. saloon to \$1,550 for the 40 h.p. eight-cylinder model.

The New Nash

The keen competition which becomes daily more evident among the "sixes" and "eights" has brought into the open a new product of the Nash company, for which is claimed a performance far beyond any previous accomplishment in their field. The new Nash, straight-eight

Nash has been in process of development and perfection for nearly three years, and in its design has been incorporated the engineering knowledge gained by experience in the interim.

To give added lightness, and therefore quicker acceleration, the pistons and connecting rods are of aluminium alloy. In the carburettor there is a new high-speed jet which comes into action at 50 m.p.h. and maintains the same fuel economy at high speeds as at the lower levels. Another feature is the fan which automatically cuts at over 35 m.p.h., and which, together with a water pump and self-aligning generator, are driven by a single belt.

The radiator shutters are thermostatically controlled with a second thermostat controlling the water circulation, which is by centrifugal pump. A long bonnet and scuttle dash, with the sides of the body tapering above the waistline towards the crown of the roof, give to the new Nash a distinctive appearance. The chassis price is \$550, and there is a range of seven models in drop-head coupes, five and seven passenger saloons, varying between \$690 and \$890.

Chrysler 66

The two saloons and a two-seater being shown by the Chrysler Company at Olympia represent one car from each of the three new groups of cars which are to be available in the coming season. As in former years, the type numbers—77, 70 and 66—indicate the maximum speeds of which the models are capable.

The 66 is an entirely new six-cylinder model at the exceptionally low chassis price of \$305. The most revolutionary changes in the specification of the two larger groups are the multi-range gearbox, the new down-draught carburettor and camshaft-driven fuel pump which feeds petrol to the carburettor in quantities exactly proportionate to the engine speed. Chrysler coachwork for 1930 is much more roomy, and the upholstery is deeper and better sloped.

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SAMPLING VEHICLE

Marked Improvement Over Old Methods

Revolutionary methods for country-wide distribution of samples are being adopted by Messrs. Huntley & Palmers, Ltd., biscuit manufacturers, Reading, under the supervision of their transport manager.

Under the old order of things an advance agent preceded the arrival of samples to arrange for local men to be in readiness for their arrival. Such men, picked at short notice, were not always reliable, and some householders might be the recipients of more than one sample, while others would get none at all. Another method was to keep the same staff and their barrows travelling from town to town, a process which absorbed much time and money.

The new way also calls for an advance agent, who is supplied with a motor car and whose duties include those of finding suitable pitches for the travelling outfit. A large caravan body has been fitted on to one of the famous 35/50 h.p. A.E.C. chassis, built by The Associated Equipment Co., Ltd., of Southall, Middlesex, England; this houses the staff and tows a four-wheeled trailer which is used for carrying the samples.

Besides the driver, a staff of five boys is carried, under the supervision of a charge hand. As this staff always accompanies the sample outfit, sleeping and other accommodation is afforded for them by the use of these caravans.

Caravans Self-Contained

The saloon caravan fitted to the chassis is of a large type; it provides ample accommodation, and is fitted with four sets of seats, which enable the crew to have comfortable seating accommodation when travelling from place to place. When warmer weather makes outdoor sleeping possible, a canvas tent can be hooked to either side of the caravan to give shelter 9 ft. long, 6 ft. wide and 5 ft. 6 in. high at the lowest point. An overlapping canvas flap is fastened to make the shelter rainproof at its junction with the caravan.

It will be observed that the flap is not carried forward far enough to cover up the front side windows.

Internal Fittings

Everything possible has been done to ensure comfort for the crew. Beds take the form of six spring mattress bunks, which when not in use, fold simply and effectively into three settees; tables, carried folded in the roof, can readily be placed on their own legs on the floor in each case. Private lockers and drawers for each member of the staff, in addition to the common wardrobe, afford sufficient accommodation for personal belongings. Bevel glass mirrors are placed in the doors of the wardrobe (which reach nearly from floor to roof), and in three of the locker doors. In the main gangway are two wash bowls, side by side. A clerestory roof gives a gangway headroom of 6 ft. 3 in. and daylight is admitted by the side lights in the clerestory. Lighting is also admitted through the six curtained windows proper, which are disposed two on one side and four on the other, two doors with windows being provided on the nearside.

For The Inner Man

Cooking arrangements include two portable stoves, and above them is a warming locker for dishes and plates. Another locker takes the form of a meat safe, while in others are domestic utensils, such as knives and forks, plates, etc., all held in non-rattle clips. The charge hand is cook and buys provisions in the towns where samples are distributed. A menu for the week, supplied from head office, is rigidly observed.

On arrival at a town in the evening the pitch selected by the advance agent is found and a halt is called. The driver has his own bed in the van body, which, like the others, also folds up to leave room for samples.

Methods of Distribution

In the morning, after breakfast, the driver takes one or two of the staff with him on the van to the local railway station, where supplies of samples are waiting. The day's work consists of delivering 2,000 samples, and with the staff of one man and five boys (the driver remains with the vehicle) this is a very fair day's work.

The caravan and trailer make for the main roads in each town, where roads on either side are easily accessible for sampling purposes, after covering which the boys return to the van and move on, say a quarter of a mile, to the next strategic point. At the end of the day, or when the samples have been distributed, the complete staff either remains in the same town, if the whole has not been canvassed, or moves on to the next town or village, ready for work the following day. The itinerary is mapped out by the head office staff.

TRIUMPH SUPER

Improved Model For 1930.

A motoring correspondent writes:—

It is probable that no other small car aroused so much interest during the present season as the Triumph Super Seven, and when an opportunity presented itself the other day of inspecting the new models for 1930, I gladly availed myself of it.

One of the most noticeable features is, of course, the new radiator. This is particularly neat and unquestionably has made the front of the car more imposing, has given to the car an appearance of greater length and at the same time has allowed the body line to be greatly improved.

Knowing the engine and chassis to be a really fine workmanlike job and thoroughly up-to-date, I was curious to know if any alteration had been made. As I surmised, none had been, and for the matter of that none was needed, but some striking alterations—all I reckon to the good—have been made to the body work and equipment, and several new body designs have been introduced.

Safety Glass

Safety glass windcreens are fitted to the entire range, and in the case of the enclosed models, with the exception of one fabric model, safety glass is used throughout. Another attractive feature is that of chromium plating which is now standardised on all models.

Coming to the finished cars, the 4-seater tourer is retained and the price is unaltered at £149 10s. The price of the de luxe edition, finished in a choice of two colour schemes, is £167 10s.

The two-seater de luxe is the same price, viz. £167 10s. but the body of this model has been redesigned, a roomy 2-seater dicky being introduced. The front seat is adjustable and the upholstery is carried out in real leather.

A New Fabric Saloon

The first in the series of enclosed models is an entirely new fabric saloon. The notable features of this model are its graceful and fashionable low lines, the single panel windscreen of safety glass, the flush fitting doors carried on three substantial hinges at the front, and the independently adjustable bucket seats. All windows slide and there is a large built-in luggage container at the rear. A good system of ventilation is provided by two ventilators in the scuttle and one in the roof. The price is £179 10s. Another model on similar lines is the fabric saloon de luxe. This is priced at £192 10s. Safety glass is fitted throughout, the upholstery is in real leather and a choice of several finishes in two colour schemes is given. The Gordon England Saloon remains practically unchanged, except that Chromium plating is standardised. The body of this model is covered in duo-tone fabric, which is carried along the top of the bonnet and scuttle. Safety glass is fitted throughout and the deep air-cushioned upholstery is covered in real leather. The price is £189 10s.

Two Seater Coupe

Two other entirely new models are introduced, one in the form of a two-seater coupe with fixed head and the other a saloon landaulette. The former, an extremely attractive model is ideally suitable for the medical practitioner and business man. Two seats are independently adjustable and the upholstery is in real leather with pneumatic cushions. There is a large luggage container at the rear and room for parcels at the back of the seats, and the double sliding glass windows in-door and roof ventilator provide a perfect system of ventilation. The price is £192 10s. The other model, the saloon landaulette, is a new departure in small cars. The independently sliding bucket seats provide ample accommodation for two adults, and there are two occasional tip-up seats at the rear. The rear is fitted with collapsible Landau irons, so that while the canopy remains fixed the hood can be dropped. Safety glass is fitted throughout, and the upholstery is in real leather. The price is £197 10s.

The Coachbuilt saloon has been remodelled on fashionable lines and in specification and equipment is very similar to the Fabric saloon de luxe, with the exception of no luggage container at the rear. Two colour finishes are available and safety glass is fitted throughout. The price is £197 10s.

The Super Sports model remains unaltered. This is built on sporting lines and the engine is equipped with a supercharger. The body is finished in black with cream wings. Price £250.

The Coachbuilt saloon has been remodelled on fashionable lines and in specification and equipment is very similar to the Fabric saloon de luxe, with the exception of no luggage container at the rear. Two colour finishes are available and safety glass is fitted throughout. The price is £197 10s.

The Super Sports model remains unaltered. This is built on sporting lines and the engine is equipped with a supercharger. The body is finished in black with cream wings. Price £250.

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Into the Marquette, Buick has built an extra margin of every quality that makes an outstanding leader. On the road the brilliant performance of this swift, smart new six is unmatched by that of any other car of comparable price. Nowhere in the thousand-dollar field can you find such thrilling response, such effortless speed, such big reserves of power.

Only Marquette with its priceless background of Buick craftsmanship can offer such superlative performance at moderate cost. Only Marquette in the thousand-dollar class has an engine of 212.8 cubic inch piston displacement. Marquette alone provides the extra endurance and extraordinary economy of operation that Buick alone knows how to build.

And this handsome new six has even:

more to offer than supreme performance and economy! In its class, Marquette is the only car with the remarkable new waterproof, dustproof, wearproof upholstery and the wonderful new non-glare windshield. A host of other exceptional features contribute to its completeness: Dustproof, tilt-ray headlights. Four Lovejoy hydraulic shock absorbers. Big, smooth, fully-enclosed brakes. Airplane-type stepped-size bearings. A completely sealed engine. Beautiful, harmonizing finish, inside and out. Perfect fittings and appointments.

Here is one of the smartest cars on the road... setting the style with new, low-swinging, faultlessly tailored bodies by Fisher... and providing performance unmatched in the moderate-price field. See it—drive a Marquette today and know why the world is saying: "A GREAT PERFORMER!"

114" Wheelbase Marquette Models \$51,470 to \$51,600
118" Wheelbase Buick Models \$51,800 to \$51,940
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CAR INSURANCE

Earl Russell's Hint to the R.A.C.

Earl Russell, Parliamentary Secretary to the Ministry of Transport, announced at a luncheon at the Royal Automobile Club that an effort was being made to include in the new Road Bill a measure of compulsory insurance.

He stated that the Ministry was considering also the question of the co-ordination of all motor transport in the country.

The report of the Royal Commission, he said, gave a fair idea of the bill. The Government would probably give the extra half-ton for the unladen weight of vehicles which was recommended by the Royal Commission.

"We are considering the question of compulsory insurance, and the more we consider it the more difficult we find it. I feel strongly on the question as I introduced a bill for compulsory insurance many years ago. Ever since I have realised how difficult and complicated the subject is. Still, we are to make an effort, and I hope you will be pleased with the result."

The question of the co-ordination of all transport in this country will have to be considered. The present position is one of chaos and disorder. Outside London there is no authority to make proper provision for the accommodation of the public without unnecessary and wasteful competition. It will not be in this bill, but when it comes to be considered it will be as difficult as compulsory insurance."

"NO PARKING HERE"

From time to time successive Ministers of Transport, overawed by the magnitude of the London traffic problem, have advanced the view that the solution would be found only in the prohibition of private cars in the City and West-end.

It would seem that the police in certain districts are endeavouring to bring about this result by methods of peaceful persuasion. The owner-driver who, for many years, has been in the habit of coming to his office by motor now finds himself unable to park his car. Unofficial parking places in streets where the constables on duty are themselves prepared to confess that no obstruction can be caused are being rigorously cleared.

Constables have been specially detailed to see that the order is carried out. In the City area alternative parking grounds are not easy to find, and in the outcome the owner-driver, though his business may suffer from his reduced mobility, will be compelled to leave his car at home.

LIFE IN PERSIA

Petrol For Country "Carrier"

The intricate organisation of carriers whose interests and depots cover the whole country, have combined with the tradesmen's petrol-widened delivery areas to compass the practical extinction of the country carrier in England. A picturesque figure, who gained a modest living with his modest horse and cart, he knew little of stringent vehicle-licensing regulations, and was at all times ready to add a few pence to his takings by accepting a rustic traveller or two, as his passengers, along with the goods that were his principal concern.

In the present day, rural bus services far quicker and more comfortable, have taken over the passenger work, and are generally willing to carry few small parcels, provided that collection at the other end can be conveniently arranged—generally by telephone. Their prime consideration, however, is the human fares, and not the casual packages.

Supposing, however, one were asked to describe a Persian country carrier of the present day, how varied would be the hazy details of his methods and his vehicle! "Crude" would probably be an epithet of the mildest, whilst a stronger or stronger imagination would place upon a sandy plain a lumbering ox-drawn wagon creaking and dilapidated, in the charge of a drowsy and somnolent figure, shell-like in white swathing.

But see a truer vision. Up a steep mountain highway, winding between peaks that rise 9,000 feet above the sea-level, comes a van, far faster than any ox-wagon, and its healthy exhaust sounds the death-knell (metaphorically, it is to be hoped), of the plodding beast.

The driver of this speeding van would smile were you to ask him something of astrology or other ancient Oriental art. He would smile more broadly still at your expression if he spoke his views on petrol-consumption or gear-ratios! He would probably be able to tell you more than you yourself knew about the Dennis 30-cwt. in which he covers more miles in an hour than the ox could do in a day—how the tyres and the engine stand up to the heat, which is undeniable—what the less enlightened natives think—how many days are saved in the accomplishment of tasks extending many hundreds of miles.

He is now travelling from Teheran to Engelli, he will tell you, or perhaps to Korghan, a Caspian seaport some 320 miles away.

His load is varied. There are bales of fabrics of many kinds, with silks and carpets probably in the majority, and cases of merchandise in which multi-flavoured food-stuffs generally predominate. But he carries passengers as well. Many who have to make the journey choose this method in preference to the wearisome alternative despite the fact that their comfort has had but little consideration.

However, the springs and pneumatic tyres transmit only a fraction of the road shock—it is not all a perfect surface!—and the seat which runs along either side is provided with a cushion. For the rest, there is a two-stepped ladder at the back leading to a doorway, in what is really a hinged tail-board, and a sheet carried on 4-

tachle hoop sticks which also support a back rest. But it is the speed and the unfailing dependability of the service that are the great attraction.

Not always does this Dennis travel to the Caspian from Teheran, its headquarters, but also southwards to Yazd, Isfahan and Shiraz, where the country is again mountainous, and the going rough. Nevertheless this "Country Carrier" takes it all as part of the days' work, and the machine continues to evoke the praise of its owners whose first venture it is in mechanical transport.

There has been but little leisure in the life of this van. Shipped from England at the end of last year to the order of Messrs. S. Dorabjee and Co., a firm of traders well-known throughout Persia—it had hardly been unpacked at the port of Bushire, when it was sold to the present owners, who forthwith loaded it up with general goods and set it out on the 750 mile journey to Teheran.

Primitive road making and mountains, which constituted the conditions for the first 200 miles, naturally increased the time of the journey, which was, however, accomplished without a hitch, to the complete satisfaction of the owners.

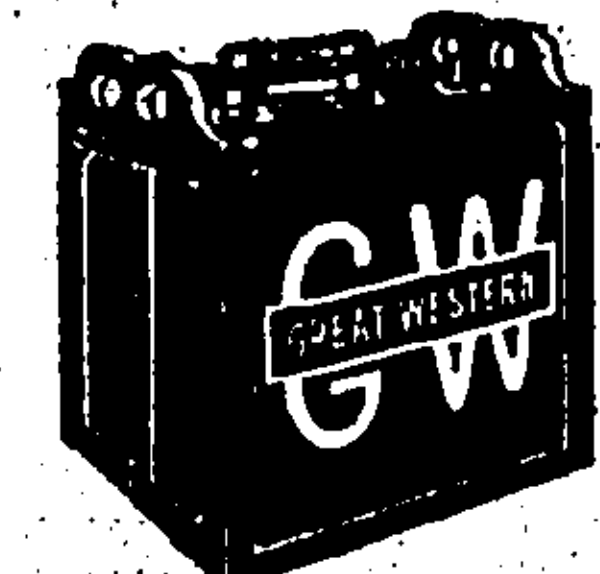
Proof of continued good service is contained in the fact that a second vehicle, exactly similar to the first, has just left the Guildford works of Messrs. Dennis Bros., Ltd., for the same destination.

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China Mail

Thursday, November 21, 1929.
Tenth Moon, 21st Day.

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"TYNDAREUS" 23rd Nov. Victoria, & Vancouver
"TEUCER" 15th Dec. Victoria, & Vancouver

INWARD SERVICE.

"ANTIOCHUS" Due 27th Nov. For S'hai, Moji, Kobe & Yokohama
"ORESTES" Due 28th Nov. For Shanghai, Taku & Dairen
"TEIRESIAS" Due 28th Nov. For Takao, S'hai, Kobe & Y'ham.

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POST OFFICE NOTICE.

XMAS LETTER MAIL FOR GREAT BRITAIN VIA SUEZ.

Xmas Letter Mail for Great Britain via Suez will be closed in the G.P.O. as follows:—

Registered mail at 9.45 a.m. Saturday, 23rd November.

Ordinary mail at 10.30 a.m. Saturday, 23rd November.

This mail will be forwarded by the s.s. "Khyber" and is due in London on the 23rd December.

The public is reminded that dutiable articles sent by letter post are liable to confiscation.

Christmas cards bearing not more than five written words may be forwarded at the special rates for Printed Papers, provided that the enclosing cover is left open.

INWARD MAIJS.

From	Per	Per
Shanghai	FRIDAY, NOVEMBER 22.	Kashgar
U.S.A. (Seattle, Nov. 2), Canada, Japan & Shanghai	SATURDAY, NOVEMBER 23.	
Shanghai and Swatow	MONDAY, NOVEMBER 25.	Shantung
Manila	WEDNESDAY, NOVEMBER 27.	President McKinley
Straits		Fushimi Maru
Manila		Empress of Russia
Japan		Teucer

OUTWARD MAIJS.

For	Per	Per
Amoy	THURSDAY, NOVEMBER 21.	Chenan 3.30 p.m.
Manila		Empress of Russia 3.30 p.m.
Sam Shui and Wuchow		Kong Ning 4 p.m.
Japan		Tango Maru 5 p.m.
*Europe via Siberia		Tango Maru
		Registration Nov. 21, 6 p.m.
		Letters Nov. 21, 6 p.m.
		Tadliwa 5 p.m.
	FRIDAY, NOVEMBER 22.	
Straits, Ceylon, India, Mauritius, E. & S. Africa		Buenos Aires Maru 9.30 a.m.
Shanghai and Japan		Malwa 10.30 a.m.
Haiphong		Canton 1.30 p.m.
Swatow, Amoy and Foochow		Hai Ning 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles		
		Kashgar
		(Due Marseilles, Dec. 21.)
		G.P.O.
Parcels	Nov. 22, 4.30 p.m.	Registration Nov. 22, 5 p.m.
Registration	Nov. 23, 9 a.m.	Registration Nov. 23, 9.45 a.m.
Letters	Nov. 23, 10 a.m.	Letters Nov. 23, 10.30 a.m.

For	Per	Per
Japan and *Canada	SATURDAY, NOVEMBER 23.	Tyndareus 10 a.m.
		(Due Victoria, B.C., Dec. 17 and *Europe via Siberia.)
Amoy	SUNDAY, NOVEMBER 24.	Chinhuu 3.30 p.m.
Manila		President Jefferson 4.30 p.m.

For	Per	Per
Wei Hsi Wei via Swatow		Kueichow 8.30 a.m.
Shanghai and Japan		Khyber 9 a.m.
Bangkok via Swatow		Klungchow 9 a.m.
Swatow, Amoy and Formosa		Canton Maru 9 a.m.

*Superscribed correspondence only.

NEXT MONTH'S LOCAL BOXING

HEAVYWEIGHT CHAMPIONSHIP OF THE COLONY

THRILLING BOUTS EXPECTED

An enjoyable programme of boxing has been arranged for the local followers of the sport by Mr. J. Brook, manager of the Hong Kong Boxing Association. Two bouts will be fought, one for the heavyweight championship of the Colony and the other for the welterweight championship of the Colony at the Theatre Royal on December 7. There will be, in addition, three other fights.

A.B. Harry Rowles, of the "Marazion," holder of the open heavyweight championship of the China Fleet, is to meet Leslie Mann, finalist of the heavy weight championship of the China Squadron (1929) in the heavyweight bout, which is the principal fight of the evening, while Leading St. Walter Morrish, of the "Hermes," welterweight champion of the China Fleet (1929-30), is to meet Jack Crichton of the "Cornwall," welterweight champion (1927-28) and this year's finalist.

Excellent Records

All the four boxers have excellent records, and hard-hitting bouts, full of thrills, should be seen.

Harry Rowles, who weighs 170 lbs., is 21 years of age, standing nearly six feet in his socks, and has a tremendous hit in each fist. He began a successful career by winning the Boys' Middleweight championship, Nore Command, in 1924, and since then has had a long list of wins to his credit. Rowles is the actual holder of the I.S.B.A. open cruiserweight championship, the Royal Navy and Royal Marine open championship, and the China Fleet open cruiserweight and heavyweight, the latter title being won at Wei Hai Wei for 1929-30.

Joins the "Pros"

Only two years ago, Rowles beat Pte. Smith of the K.O.S.B. in Hong Kong in the first round, while at Ceylon that same year, Sergt. Marriott, fell to his onslaught.

In July, 1928, Rowles decided to become a professional, since when he has met and defeated many well-known British boxers. He was, however, defeated in his last bout in England, when he met Lauri Rateiri, the London Italian, at Rochester. The fight was severe, and Rowles only lost by a narrow margin of points. Rateiri, it should be noted, has met Frank Moody, Ted Moore, Len Johnson and many others. Rowles claims that he was not in good condition at that time.

Knock Outs

Many of Rowles' wins were clinched with the knock-out, and he means to use similar tactics next month at the Theatre. Should he win this bout, his next greatest ambition is to meet Marine Isack, of the U.S. Marine Corps, who defeated Leslie Mann at Shanghai by a k.o. in the second round in November last year.

The bout, could it be arranged, would virtually be for the International Championship of China, as Isack has been tapping them over in the first or second round in Shanghai of late, but so far, although there has been efforts made to bring these two champions together, it has proved fruitless.

His Opponents

Leslie Mann, Rowles' opponent, sprang into fame when he won the middle weight championship of the Fleet in 1924. That same year he won the

NAVAL CONFERENCE

Personnel of the U.S. Delegation

Washington, Yesterday.

The American delegation to the London conference has been completed and consists of Mr. H. L. Stimson, Mr. C. F. Adams, secretary of the Navy, General Dawes, Mr. Dwight Morrow (Ambassador to Mexico), Mr. Hugh Gibson (Ambassador in Brussels), Senators J. T. Robinson and David Reed, with Admiral Pratt and Rear-Admiral Jones as naval advisers.—Reuter's American Service.

	Degrees
Temperature, 10 a.m., to-day	67
Temperature, 4 p.m., to-day	72
Humidity, 10 a.m., to-day	78
Humidity, 4 p.m., yesterday	53

BANK RATE

Boston, Yesterday.

The Federal Reserve Bank in Boston has reduced the re-discount rate from 5 to 4½ per cent.—Reuter's American Service.

heavyweight championship, repeating this latter success three years later. Last year, Mann fought a draw with Johanne Stranne, of Sweden, over a 15 rounds' bout. Mann lost to Isack at Shanghai last year, being knocked out in the second round.

Mann reached the finals of the Heavyweight championship of the China Squadron this year, when he was defeated by Rowles over three rounds at Wei-hai-wei. Mann will go all out and stretch his sinews to their utmost to revenge this defeat, when they meet again at the theatre.

Welterweight Men

Charlie Morrish, of the "Hermes," who holds the welterweight championship of the China Fleet, (1929-30), has won many fights. Foremost of all is his capture of the welterweight championship of the Atlantic Fleet in 1925. A year later Morrish won on points against the welterweight of the Guards.

In 1926, Morrish partook in a fight that aroused great interest, when he contested his skill against Corporal Duncan of the Royal Marines. He has met Duncan twice. A long list of wins outside the Service—the majority by knock-out—stands to Morrish's credit.

Jack Crichton of the "Cornwall" was welterweight champion of West England up to the time of his departure for the East. On arrival at Shanghai, Crichton lost no time to gain further laurels, and his list of successes include a win against Dan Seager (U.S. Marine Corps) on points, a win against Signalmen Morris on points, and a draw against Joe Hall, a coloured champion.

Agreements Signed

Crichton entered the final of the welterweight championship of the China Fleet this year.

Yesterday, afternoon Rowles and Mann signed the articles of agreement for their bout on December 7, as also did Morrish and Crichton, in the presence of Mr. Brook, manager of the local Association, who is sponsoring the bouts.

All the men are keen to show their prowess, and confident in their abilities, and they will go "all out" for a win, or else fight gamely to the end.

GOLD STANDARD IN JAPAN

CREDIT GRANTED BY MESSRS. MORGAN

ALSO WESTMINSTER BANK

New York, Yesterday.

In connection with Japan's return to the gold standard it is announced that Messrs. Morgan and their associates have established a one-year credit of \$25,000,000 to the Yokohama Specie Bank.

A similar credit of £5,000,000 has been established in London by the Westminster Bank and its associates.—Reuters' American Service.

[An earlier cable from Tokyo states: It is officially announced that a contract for one hundred million yen credit in connection with the gold embargo, has been formally signed in London and New York. It is stated that a preliminary announcement of the removal of the gold embargo will be made to-morrow afternoon.]

Australian Reserves

Canberra, Yesterday.

In the speech to the Throne a Bill will be introduced to make better provision for the control of the gold reserves of the Commonwealth.—Reuter.

CANTON'S PERIL

(Continued from Page 1.)

lowing despatch has been received in Shanghai from the Canton Commissioner for Foreign Affairs who, in turn, relieved the proclamation from the Headquarters staff of the 8th Route Army for the Suppression of Rebels:—

"Whereas the rebel Li Tsung-jen and the rebel Huang Shao-hsiung have secretly re-entered Kwangsi and have stirred up their former troops to attack Kwangtung in conjunction with the rebel Chang Fa-kuei, we have firmly decided to take military precautions on the Upper West River (within the province) with a view to protect Kwangtung. Commencing from November 21, the West River will be closed to navigation, by mines and electrically charged steel nets. Strict orders to enforce this have been sent to Admiral Chan Chak, and we have the honour to request you to address despatches to the various Consuls advising them that foreign merchant shipping and men-of-war should retire from the Upper West River immediately because from the 21st instant no movement of foreign vessels of whatever kind will be allowed on the (Upper) West River, in order that danger to them may be avoided."

Wuchow was evacuated yesterday at 3 p.m. but, up to the present, the Kwangsi troops have not yet taken possession. The inhabitants were in a state of nervousness because General Chan Chai-long (the Cantonese Commander-in-Chief), before the evacuation, disarmed the city guards.—Our own correspondent.

CADETS ON SERVICE
Canton, Yesterday.
Owing to the despatch of the 63rd Division under General Li Yeung-king to the North River sector to strengthen the forces of General Tan Tao-yuen of the 50th Division against the Ironsides, the Cadets of the Whampoa Military Academy, numbering about 1,000, have been ordered to Canton for garrison duty.

The Cadets arrived yesterday with full equipment and are now concentrating at Yintong in the western suburb, awaiting further instructions.

LOYALIST UNITS

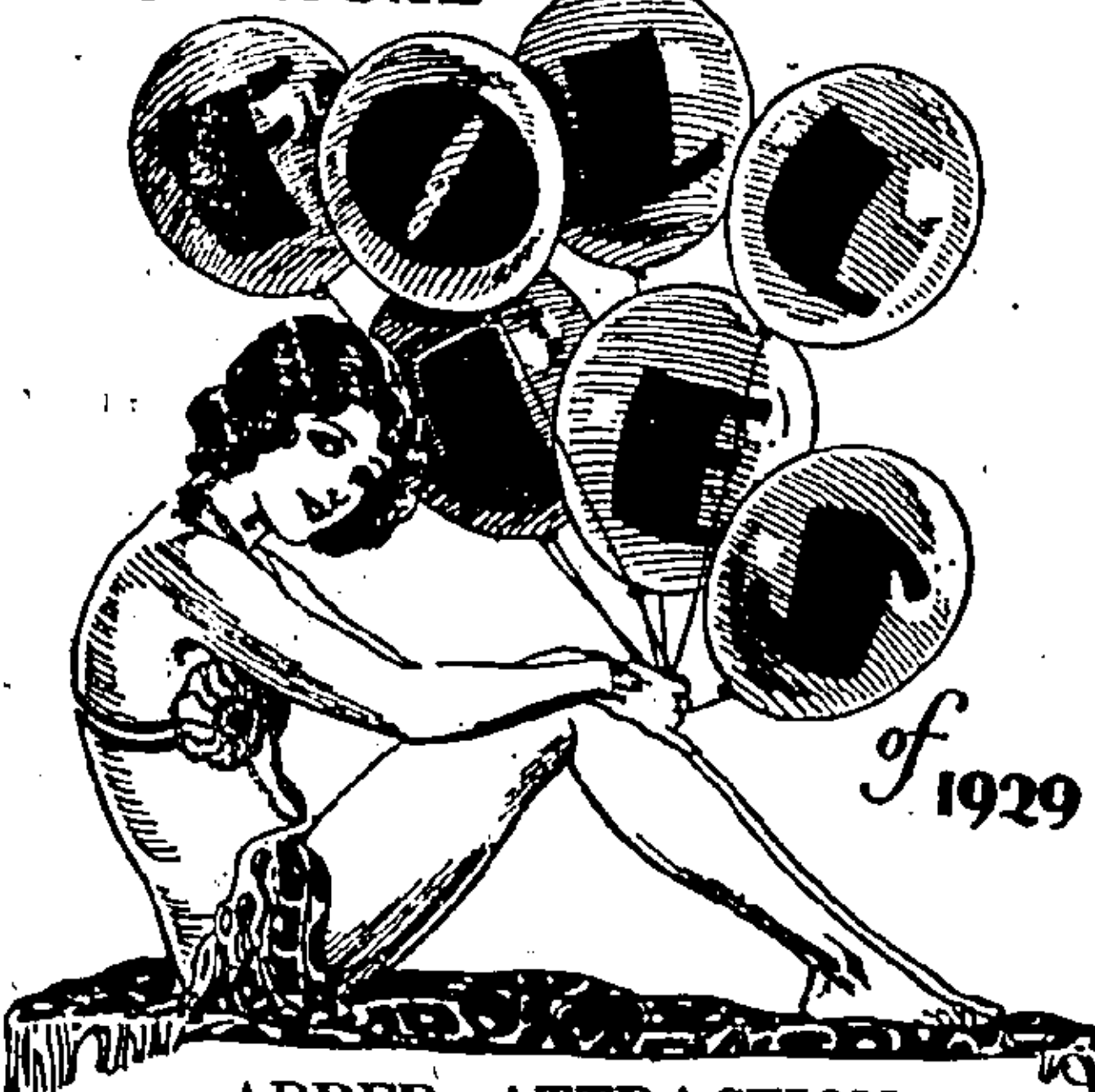
Having obtained personal instructions from General Chan Chai-long (Commander-in-Chief) regarding an offensive against the Ironsides, General Tan Tao-yuen (50th Division), and Vice-Commander Yueh Shin left Canton for Shikwan (North River) by special train this morning. A squad of garrison troops was despatched to guard Wongsha station.

Complying with the request of General Chan Chai-long, Mao Kang-cheung, (Civil Governor) of Kweichow has sent two divisions of troops under Generals Shi and Haleh to Kwangsi.

The Canton authorities have now received a message, reporting the arrival of the two divisions at Yintong, on the border of Kwangsi. The Kweichow troops are expected to advance towards Sankiang and Lungshing in the pursuit of the Ironsides.—Canton News Agency.

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